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六拜禮

號四十月五英港香

SATURDAY, MAY 14, 1927.

日四十月四

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THE DRAGON MOTOR CAR CO., LTD.

HANKOW FEARS.

CHINESE EXPECT AN UPHEAVAL.

FLEEING INTO JAPANESE CONCESSION.

\$2,000,000 FOR NANKING.

London, May 13. A wireless message from Hankow states that the situation there is growing more tense since the news has leaked out that General Yang Sen has captured Ichang and is moving down-river to Hankow.

Yang Sen was originally with Wu Pei-fu, and then became a Nationalist. Latterly he had gone over to the Northerners. He was responsible for the Wanhien incident last September.

Thousands of middle-class Chinese in Hankow, unable to leave the port, are taking refuge in the Japanese Concession, anticipating grave trouble in Hankow soon. The Nationalists have seized all the flour in the native city for the troops on the Honan front. The price of flour has risen 25 per cent. The price of rice is rising, and it is becoming more scarce daily.

The Coolie Incident.

A coolie yesterday walked on to a pontoon at which H.M.S. Wanderer was lying. He had no business there, and a bluejacket on duty ordered him off. The coolie then spat in the bluejacket's face, whereupon the bluejacket knocked the coolie down with the butt end of his rifle. The British Consul has protested to Mr. Chen regarding the coolie's conduct, and Mr. Chen has protested to the Consul regarding the bluejacket's action.

The foregoing incident ordinarily would be a minor and unimportant one, but at the present time is symptomatic of the tenseness of the atmosphere.

\$2,000,000 Nanking Claims.

Claims of \$2,000,000 mentioned yesterday, on the part of the British, refer to the damage and reparations at Nanking, not Hankow, as erroneously reported yesterday.

Sir Miles Lampson, who intends interviewing the British commanders at Shanghai, is to leave Tientsin for Shanghai on May 16.—*Reuter.*

MISSING ATLANTIC FLIER.

AMERICAN PRESIDENT'S MESSAGE.

Washington, May 13. President Coolidge has telegraphed to M. Doumergue saying he hopes Nungesser and Galt will be found, and assuring France that the American Government will do everything "humanly possible" in their search for the brave French aviators.—*Reuter's American Service.*

BALLOONISTS FOUND.

MISHAP WHEN CROSSING URALS.

Moscow, May 13. The pilots of the Soviet balloon mentioned earlier, who went up on a test flight at the end of last month, have been rescued by hunters twenty miles from Troitsk, in the Kome district of Siberia, half-frozen and almost dead.

It appears the balloon was wrecked when flying over the Urals.—*Reuter.*

KING'S NEW TITLE.

"UNITED KINGDOM" OMITTED.

London, May 13. A proclamation by H. M. the King is gazetted, whereby in the King's style and title "United Kingdom of Great Britain and Ireland" is altered to "Great Britain and Ireland."—*Reuter.*

PROTEST BY SOVIET CHARGE.

"DIPLOMATIC IMMUNITY" VIOLATED.

AWAITS MOSCOW'S ORDERS.

London, May 13.

M. Rosenholtz, the Soviet charge d'affaires, has sent a letter to Sir Austen Chamberlain protesting against the raid on Arcos House. He says the premises of Arcos and the trade delegation were occupied by armed police, although the premises of the trade delegation, in accordance with the Trade Agreement of 1921, confirmed by a Foreign Office Note of February 16, 1927, enjoy diplomatic immunity.

He declares that during the raid an employee of the trade delegation named Khudiakov, who refused to give up the key of a safe containing personal papers, and cypher codes of the official trade agent, was assaulted by the police, who carried off the post addressed to the trade agent which couriers had just brought.

"Flagrant Violation."

These proceedings, the letter continues, are a flagrant violation of Article 5 of the Trade Agreement, which provides that official agents shall have liberty to communicate with their own Government or other official representatives of their Government in other countries, and receive or despatch couriers with sealed bags exempt from examination. Moreover, in accordance with Article I of the Trade Agreement, the British Government undertook not to discriminate against such trade compared with the trade of any foreign country, but the very fact of the raid will injure Anglo-Soviet trade.

Allegations.

Furthermore, during the raid, the most elementary guarantees and demands of common decency were violated, says M. Rosenholtz; and he further declares that the search was begun before the presentation of a warrant, which was only handed to the assistant director of Arcos, M. Sorotkin, an hour after the commencement of the search. All the employees, men and women, of Arcos, and the trade delegation, were detained and personally searched, including women possessing diplomatic passports, for instance the wife of the charge d'affaires and the wife of the financial attaché. This personal search of the women was carried out by male police.

The letter concludes: "I have informed my Government of all that has occurred. While awaiting their decisions and instructions, I protest most emphatically against the violation of the obligations undertaken by the British Government in accordance with the Trade Agreement."

"A Misapprehension."

In connexion with the above, it is stated in authoritative quarters that M. Rosenholtz is under a misapprehension as regards the exact meaning of Article 5 of the Trade Agreement.

This article says that M. Kinchuk, who is the official agent of the delegation, personally enjoys immunity from arrest or search, but the right does not extend to the offices under his control. Moreover, M. Kinchuk's immunity is not the ordinary diplomatic immunity, but is a special privilege under the Trade Agreement, while furthermore, the Russian trade delegation is only permitted to receive one sealed bag every week.—*Reuter.*

Safes To Be Broken Open?

London, later. There was a new turn to the Arcos raid this evening, when a gang of workmen arrived in a lorry and carried into the building a pneumatic concrete-breaker, heavy crowbars and a number of other tools.

It is inferred that these will be used for breaking open the safes the keys of which are being withheld.—*Reuter.*

TO-DAY.

Dollar on demand 2-1/16
Lighting-up 6.55 p.m.

"PROVIDENTS."

THIS MORNING'S MEETING.

THE PROSPECT OUTLINED.

The annual general meeting of the China Provident, Loan and Mortgage Company was held this morning at the offices of the General Managers, Messrs. Shewan, Tomes and Co.

Mr. C. A. da Roza occupied the chair and there was a large attendance of shareholders.

The Chairman said:—Gentlemen: You have had the report and accounts in your possession for the period required by the Company's Articles, and, with your consent, I will take them as read.

I regret there has been a falling off of more than 50 per cent. in the revenue from the Godowns in 1926 as compared with 1925, but the profits during the year under review have not suffered any diminution from the "Lighterage" side of the business as was the case in 1925. A small profit was earned in this department. Large profits were not anticipated, and the department has been worked for the convenience of our clients as a feeder to our main business, which as you know is the storage of cargo.

Effect of Boycott.

The decrease in the earnings in the Godowns was, of course, due to the political troubles in China, and perhaps more so to the strike and boycott of everything British, and in particular against Hongkong. In the conditions obtaining during the greater part of 1926, it was not a matter for surprise that cargo distributed from Hongkong went past the Colony to Shanghai; we have not figures showing the diminution of this important transhipment trade, but our records of sugar and flour handled show an enormous decrease. Despite these adverse circumstances, the Godowns earned a fair profit as you will have seen from the statement submitted to you.

The Mortgage and Loan section earned \$249,365.26, but of this sum the amount of \$135,831.77, being interest earned the collection of which appears to your Board as extremely doubtful, has not been taken into the accounts. On the other side of the account, by far the most important item is the charge for interest in the sum of \$221,413.08 with which the Company has been burdened. I will not attempt to allocate this amount to the two departments of your business, nor will I serve any useful purpose to do so, although approximate results might be obtained with a great deal of trouble.

More To Reserve.

Gentlemen, at the last annual meeting of the Company, in dealing with the proposed reserves of \$2,351,915.66, I moved an amendment, which was duly accepted by you, that the Reserves should be increased to \$2,681,111.30. I regret your Board has considered it necessary to further augment the Reserve for Bad and Doubtful Loans by the sum of \$223,423.13.

After making these transfers, and taking into consideration the sums written off in 1925 on Property Account, Depreciation on Investments, and Reserves on the various classes of loans, the deficit is \$2,981,235, which is equivalent to half the issued capital, or \$5 per share. I wish, however, to draw your attention that this adjustment leaves the Company with a General Reserve of \$736,437.61 irrespective of the Reserves which have been specifically earmarked.

The Balance Sheet.

Turning to the Balance Sheet, gentlemen, and referring first of all to the "Liabilities," I would draw your attention to the Exchange Reserve of \$113,937.10; this is merely a book balance which has already been partially wiped off, and will be completely utilised as soon as our liability to the Standard Oil Co., has been liquidated. The Balance Sheet at 31st December, 1925, recorded the Mortgages on the Company's property at \$1,055,595.79 and, in addition, there was shown separately the debt of \$1,036,811.05 to the Standard Oil Company. All mortgages (other than those on property under lien to our Bankers) are now shown in the one sum of

(Continued on Page 14.)

MISSISSIPPI FLOODS DISASTER.

FURTHER SERIOUS BREAKS IN LEVEE.

THOUSANDS AFFECTED.

New York, May 13.

A message from Baton Rouge, Louisiana, states that the levee at Bayou des Glaises broke in at a big bend section at Moreauville, at six o'clock in the morning and that by nine o'clock there was a crevasse in the embankment 600 feet wide. The levee at this point is nine feet high.—*Reuter's American Service.*

1,000 Frantic Workers.

Later. Over 1,000 workers have been labouring all day and night to strengthen the embankment and an effort is still being made to close the break.

Ex-Governor Parker, who is directing the flood operations, says that 25,000 people and 60,000 acres in the immediate vicinity of Bayou de Glaises will be affected by the break, while further afield 60,000 more people will be made homeless and nearly one million acres of marshland inundated.

It is also expected that the new flood will break down the levees of the Atchafalaya River, jeopardising the safety of over 150,000 people. The State Commissioner for Agriculture estimates the loss from the new flood at approximately \$10,000,000.—*Reuter's American Service.*

Yet a Further Break.

Later. Yet a further break is reported in the levee at Bordelonneville, on the Bayou des Glaises, where a crevasse, 100 feet wide, has appeared. Desperate efforts are being made to save the levee at Torras, on the old river, which is reported to be fast weakening.—*Reuter's American Service.*

Huge Damage Figures.

New York, May 13. Mr. Hoover has stated that the flood damage will reach the gigantic figure of \$250,000,000.

President Coolidge has consulted the Department of Commerce and the Department of War with a view to drawing up a scheme to be embodied in a Bill to be presented to Congress in order to prevent a recurrence of a similar disaster in the future.

The press point out that the project is likely to be most delicate as the authorities of the various States affected do not see eye-to-eye with each other or with Washington.—*Reuter's American Service.*

SLUMP ON BERLIN BOURSE.

BANKS TO RESTRICT CREDIT.

Berlin, May 13.

To-day will be known as "Black Friday" in the history of the Berlin Stock Exchange, where there has not been such a panicky feeling since the worst period of the inflation.

Tremendous slumps ranging from ten to forty points occurred in all kinds of shares. The public became panic-stricken, throwing shares into the market at any price, so that thousands of pounds sterling have already been lost.

As a panic sequel, the Berlin banks, as the result of strong pressure from Dr. Schacht, the president of the Reichsbank, have agreed to restrict considerably, but gradually, all credits for speculative or discount purposes. The first restriction, to the extent of 25 per cent., will be enforced in the middle of June by Dr. Schacht, who is believed to desire to avoid an increase in the discount rate, which might have shaken the prestige of the Reichsbank. He is said to have threatened the banks with legislative measures unless they agreed to his demand.

Industrialists are of opinion that credit restriction will detrimentally affect industry, as reorganisation of industry is not yet complete, and can be successfully carried out only if the Bourse be able to absorb the new industrial shares.—*Reuter.*

LANE CRAWFORDS.

FEEL EFFECT OF BAD TRADE.

A PRESENT IMPROVEMENT.

The loss on trading which has been suffered by Messrs. Lane, Crawford, Ltd., during the past year was the subject of explanation by Mr. A. S. D. Cousland, who presided at the annual general meeting of the Company held at the offices of the Company, this morning.

In the course of his speech, the Chairman said:—Gentlemen:—The Report and Accounts have been in your hands for the prescribed period, and I will, therefore, with your permission, take them as read. The balance at debit of Profit and Loss Account, after making due allowance for depreciation, bad and doubtful debts and deducting the credit balance brought forward from last year, viz. \$2,494.38, amounts to \$63,430.84, which it is proposed to carry forward to a new account. The loss for the year is occasioned wholly by the fact that the Company was unable to do the turnover which it has done in previous years. In normal times a considerable amount of business is done with Coast Ports and residents in the Interior of China. Owing to the extremely unsettled state of China for some time past and the consequent withdrawal of foreigners from out-stations, this branch of the Company's business has received a severe set-back.

Bad Trade.

Bad trade generally in Hongkong has again affected adversely the volume of business done. Conditions such as have been prevalent in the Colony since the boycott started in June, 1925, reduced the spending power both of commercial firms and private individuals more and more as time passed. This has been plainly evident during the period covered by the accounts before you. Trade, however, now shows an improvement and I am pleased to be able to inform you that our figures for the present year are already reflecting this. In the meantime, every economy is being exercised by the management in administering the business.

Property, plant, fixtures and fittings, utensils, launches, etc., have been fully depreciated as the Accounts will show. Stocks have been estimated at cost price and depreciated wherever necessary. Investment shows a larger discrepancy this year between book value and market quotation but the nature of this investment assures an appreciable rise in market quotation when conditions again become normal.

New Premises.

During the year, the Company moved into its new premises in Exchange Building and His Excellency the Governor, Sir Cecil Clementi, K.G.M.G., was kind enough officially to open the new store on August 17th, 1926. This move was planned and arranged before the boycott started in 1925. The new premises are well adapted to the Company's business and, with a return to normal conditions, your Directors are confident that the benefit of the move will be apparent and the extra rental incurred will be easily carried. The Cafe in its new quarters has proved very popular with the public, so much so that it has recently been necessary to extend the accommodation of this Department. This has been done without involving the Company in any increase of rent.

Company's Facilities.

The Company is comprised of Groceries, Provision, Wine and Spirit, Confectionery, Restaurant, Bakery and Cakes, Lard, Outfitting, Boots and Shoes, Trunks, Bags, Jewellery, Hardware, Crockery and Glass, Ship Chandlery, Furnishing, Sports and Toys and Motor Car Departments and the wide range of merchandise offered to the public by these Departments, as well as the high quality upheld, combined with reasonable prices, are bound to react favourably, immediately conditions improve. I now beg to formally propose that the Report and Accounts of the Company for the financial year ending 28th February 1927 (including the recommendation of the Directors as therein indicated) as presented, be adopted.

Bulls and Inners

From the Office Butts.

Some people really are absent-minded. In the Peak tram the other day, a prominent Government Official thought he was back in the office. . . . He fell asleep.

This week's home hint:—To keep the bills down, use a flat iron as a paper-weight.

A secret breeding place for mosquitoes has been discovered at Taiipo. Otherwise crime in the district is reported normal.

The Chinese factions could get together all right if there wasn't always something each of them want to get separately.

When a Hongkong man tells you about his past, it's hard to know whether he's confessing or boasting.

We are reminded that too much fun is being poked at the saxophone in these columns. Perhaps that is so. After all a saxophone is no joke.

Home papers call the extended franchise "Votes for Flappers." The difference between a flapper and a woman appears to be 30 to 21.

Not content with entrenching operations in Nathan Road recently, the powers-that-be added a gas attack. This realism, in the main, is to be deprecated.

This week's motoring hint:—Be careful or you will run up bills on "high."

These entertainments to the troops suggest that it is time someone proposed the Amalgamated Union of Concert Parties, with the Esperanto motto *Ne plus fours ultra special bellicum.*

The Radio Society is arranging to broadcast a symposium entitled "In a Hongkong Market," by the Wyndham Street Hawkers' Glee Party. Listening-in sets will be lent to hospital fever patients.

With the daily changing from red to anti-red and vice versa, it would be a good idea if these Chinese Generals adopted the Peak calling box system—"In" or "Out."

Judging from some of this year's bathing costumes, it would be better to stop in step-in!

McWhirter says that language is like tea; it's a question of blend.

On windy days some of these skirts leave what is known in arithmetic as an improper fraction.

"Strength commands respect," contemporary the other day. Now we know howitzer cheered!

It is reported that the King recently made a gramophone record. That's nothing. We know that a Kowloon resident who is determined to break one!

Auntie Caustic says some folk simply odour onions.

After anxiously watching some of these ponies, we are reminded that the great thing in training a pony is to give it plenty of rest.

The violet ray is now to be applied to telephone services. Plainly some use couldn't be made of the purple hue occasionally seen in the vicinity of our telephone.

A local golfer is reported to have holed out in one in his second shot. Many a one would have been discouraged after missing it at his first attempt.

Sheep dog trials will be introduced into Canton in the autumn. It is believed that by this means the authorities will pick up some new ideas in order to assist the work of the non-compulsory press gangs.

To judge from the latest in connexion with the Nanking note, the Shanghai Defence force may as well have brought their wives after all.

"Musical Reader." No, the noise heard in the third item of the "Harry Lauder Suite" was the banging of saxophones, not old adage—"Two's comfortable, Three's not!"

This argument over the nationalized city of the author of "Maritana" must cease. Let's have a Polar Cake instead.

The clerk who asked permission this week to go to a funeral must have thought he would be as happy watching the tonias as going to the Valley.

American saves its breath to coolidge porridge.

A Monte Carlo correspondent states that a Scotman, said to be from Aberdeen, came there and on the second day committed suicide. It appears, on investigation, that he had heard that people were buried there for nothing.

They're trying hard to establish a system of one-way traffic in Kwangtung these days.

If all the people who understand the Chinese situation were laid end to end, he would feel very conspicuous.

It looks as if they sent dilators to Westminster instead of legislators.

What we need in Hongkong is a radio commission to find some way to make a transmitter work.

The K.B.G.C. groundsmen say that signs of bare patches are to be seen in various places. We noticed that ourselves at the investiture.

Dr. Long Lai has been appointed Acting Director of Propaganda at Hankow.

This week's stray bat from the belfry:—"How is it that most composers give themselves airs?"

One man's fish is another man's poison.

It is said that the soldiers who are being entertained at local concerts declare that they "canna Grumble."

A Kowloon lady who went up the Peak the other day had an accident. She slipped on a frozen stare.

Judging from a local case this week, the next best thing to being in a bar is to be in a barber's.

"Cheating the Grave," vide a current advertisement, suggests that it is best to go in smiling.

The Police are not taking any action against the local press for advertising raffias at the Queen's.

The person seeking a home for a black cat seems to be out of luck.

What's in a name? Disappointed sweepstake ticket-holders are going to the Queen's Theatre to see Raffias.

The Prince of Korea is going on a world trip, perhaps with the idea of gaining terpsikorean experience.

Without making any forecasts, we wonder if the main bout at the Boxing Tournament will be a case of Hindle Wakes—some time later.

An illustration of a sleeping suit appearing in a local advertisement, depicted the wearer completely with suit, boots, collar and tie. Presumably he lost his hat on the way home.

According to the Post, Sepoy Sardar Khan won the long jump in 18 mins. 2 1/2 seconds. Must have been doing it for a slow-motion camera.

What's wrong with China. We imagine there's too much Russian about.

The Happy Valley golfer who drove a ball through a window into the middle of a ladies' tea-party, got into an awful hole in one!

Bathing Hint:—Don't park your gum on a jelly-fish. It's too Wrigley!

The new seating arrangement of the Peak trams reminds us of the old adage—"Two's comfortable, Three's not!"

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MISS. MARGUERITE SENOUR

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BALLROOM DANCING
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A SHANGHAI DIARY.

NORTHERN THREAT TO
HANKOW.

Shanghai, May 9.
News arriving here from various
sources point to possible big de-
velopments in the military situation.
These developments appear likely
to take the form of a big concerted
attack on all Nationalist forces on
the Yangtze in an effort to drive
them back whence they came.
News from Hankow shows that
General Feng Seng-chi, comman-
der-in-chief of the Hankow Na-
tionalist forces, is withdrawing
his troops from Sinyangchow in
Honan to a point on the Peking-
Hankow railway just inside
Hankow railway. Here he is
concentrating all available forces
and all that can be spared from
Hankow are reinforcing him.
The Fengtien forces have also
an arm in western Honan, which
is causing anxiety among the Na-
tionalist forces on the Han river.
The Nationalist forces have been
forced back to points within 25
and 50 miles of Hanyang by Feng-
tien troops who were responsible
recently for seizing a vast quantity
of ammunition from Hankow
which was destined for Marshal
Feng Yu-hsiang to enable him to
cut into the Fengtien flank in the
Northern drive against Hankow
down the Peking-Hankow line.
Feng is now without the means
of war and his army, admittedly
the best-disciplined in China, is
useless and his arrangement with
the Nationalists must fall through.
Hankow refused recently to send
the war material because of Feng's
anti-communist utterances and
now when they are in dire straits
they sent and sent too late.

Hankow's Position.

Therefore, the threat to Hankow
through Honan is very real, but
military experts believe that the
attack will not be pressed imme-
diately. Rather they argue, a halt
will be called about 100 miles from
Hankow, while Fengtien reinforce-
ments are sent to the eastern
fronts to support Chang Tsung-
chang and Sun Chuan-fang to en-
able a big concerted offensive all
along the Yangtze to take place.
Should this take place, then the
importance of that incident of
seizing Feng's ammunition, will
prove to be enormous. Three
months ago Nationalists' high
officials in Hankow, explaining the
future progress of their campaign,
laughed at the threat through
Honan. Feng, they explained, could
be relied upon to cut off any
attempt to get through this pro-
vince—the Soviet had arranged
that. Had this happened as
arranged, then the position would
have been very different, and
Chang Tso-lin might have been
driven back behind the great wall.
However it didn't, by a stroke
of luck, and the chances are now
that the Hankow faction of the
Kuomintang will be driven out of
their stronghold and the Nanking
faction be driven back into Che-
kiang, Kiangsi and Hunan. Devel-
opments of the situation will be
unusually interesting, with Shang-
hai possibly becoming a theatre of
war once more.

Cantonese at Nanking.

Many Cantonese figures well-
known in Hongkong are gathering
at Nanking to reinforce the new
Nationalist Government there.
They have left Shanghai at the re-
quest of General Chiang Kai-shek.
Dr. C. C. Wu, well known as Com-
missioner for Foreign Affairs
under Sun Yat-sen, has left for
the Southern capital to take over
the duties performed hitherto by
Mr. Eugene Chen for the Nation-
alist Government. With him went
Dr. Wang Tsung-wei, who was
formerly Minister for Justice, and
Messrs. Wu Ts-fai, Wu Te-chien,
Wang Wei-lung, Chen Tsch and Fu
Ping-shan. Apparently they are
the nucleus of the new government,
together with the few generals
whom Chiang has already given
posts of one sort or another.
When Chiang first came to Shang-
hai, Wu Te-chien, not long ago re-
leased from durance vile in the
Bocca Tigris forts, was mentioned

OIL PRODUCTION.

A MOVE MADE TO CURTAIL
THE SUPPLY.

Washington, May 13.
Following the oil producers' ap-
peal to the Federal Government
for aid in restricting over-produc-
tion, the nine oil companies con-
trolling 75 per cent of the produc-
tion of the Seminole oilfield have
agreed not to start or complete
wells in the greater Seminole area
for a period of two weeks.
In the meantime field surveying
will be carried out in order to ob-
tain data with a view to the fur-
ther restriction of drilling.—
Reuter.

frequently for a high post under
the man who put him in gaol. It
was said that he would be given
charge of the Nationalist forces in
Shanghai, but apparently he is
marked out for some other impor-
tant job in Nanking—if the Govern-
ment there does not have to see
very rapidly. It is not too com-
fortable to have the enemy under
the walls of one's capital, which
is the position of the Nationalists
at Nanking. The Northerners are
pretty strongly entrenched in
Pukow.

Home Truths.

To-day Mr. Lenox Simpson, much
better known as Mr. Putnam
Weale, addressed the American
Women's Club at their assembled.
Mr. Simpson recently arrived here
from a trip up the Yangtze which
has given us the "Letters from the
Yangtze Valley".

In the course of his talk he said
it was a delusion and a snare to
suppose that the Chinese civil war
would end by any other process
than exhaustion (which might not
come for twenty or thirty years)
unless the Powers intervened. He
suggested that the Powers should
play the part of policemen and
stop the dry-rot by special steps
such as putting barriers between
the contestants and holding them
until a compact had been made and
safe-guarded. Surrender of treaty
rights, would do nothing to help
in the upheaval.

Referring to Nanking, he said
it was disconcerting and dis-
honouring that more than six
weeks after these outrages nothing
had been done by the nations con-
cerned. He pointed out that much
had been made of Consulates being
destroyed and murders committed,
but that no official, including Sir
Austen Chamberlain, had put to
the forefront the chief of the
crimes committed there by the
Nationalist soldiers—the outrages
on foreign women. There were
authenticated cases of women
being raped which had been con-
cealed. It was plain that if this
sort of thing was allowed to go
unpunished, no foreign women or
girl would be safe in China out-
side the garrisoned towns of
Shanghai and Tientsin. Condition
punishment was absolutely neces-
sary and the Governments con-
cerned should be shamed into ac-
tion by publication of the facts.

A Duty.

A particular duty lay with the
American Women's Club, for
American women were the chief
sufferers at Nanking. This crime
against white women was ruth-
lessly punished in the states of
the Union where a non-white popu-
lation predominated. The Nan-
king facts without names should
be obtained by the American
Women's Club and every women's
club in America circulated with
them, asking for their support.
Women had now got the franchise,
and here was emphatically a case
where they should throw their
whole weight into the scale and
demand justice.

Regarding Hankow, he said the
dominant impression he gained
there was that the so-called Chin-
ese leaders had taken hold of pro-
blems which they were quite un-
able to cope with and that they
were buying themselves up with
all sorts of catch phrases. What
they now actually hoped for was
that the foreign Powers would step
in to the rescue and give them
their benediction.

INDIAN SQUABBLE.

HEAD WATCHMAN FOUND
UNCONSCIOUS.

There was a fairly large num-
ber of Indian watchmen at the
Central Magistracy yesterday,
when five Indians were charged
with assault on the head watch-
man of Messrs. A. S. Watson &
Co., and his friend.

There were two separate as-
saults connected with the charge,
one at Connaught Road on May 5,
near the Tokyo Hotel, and the
other in Caine Road two days
later.

The case was heard by Mr. R. E.
Lindsell, Mr. D. McCallum re-
presented the five defendants,
while Mr. T. H. King prosecuted.
Mr. Leo d'Almada e Castro watch-
ed the interests of the complain-
ants.

It appeared from the evidence
of Kehr Singh, the head watch-
man of Watson's, that the assault
arose out of revenge on the part
of one of the defendants, who was
dismissed from Watson's some
time ago. There was some sug-
gestion that the head watchman
had tried to instal his own coun-
trymen into positions, and that the
assault was premeditated.

An Indian policeman in his
evidence stated that he found the
head watchman on the night of
May 7 in an unconscious condi-
tion in Connaught Road Central.
He was bleeding from the head
and was removed to the Govern-
ment Civil Hospital.

The case was adjourned at this
point to 18th instant.

THE LOST BALLOON.

MAY HAVE LANDED IN
SIBERIA.

Moscow, May 13.
It is believed that the missing
Soviet balloon has descended in
the forest region of Eastern
Siberia and that it will be some
time before the airmen reach any
human habitation.—Reuter.

An earlier message stated that
the balloon was released on April
30 in order to test its capacity
for a long flight. It had two oc-
cupants and nothing had been
seen of it for some days.

Cod-Liver Oil with the Pleasant Taste "BYNOL"

TRADE MARK

'Bynol' is a perfect combination of
Norwegian Cod-Liver Oil with the
finest Malt Extract and possesses
unique nutritive and body-building
properties. As an energising and
protective food for children and adults
it has no superior. Although containing
a very high proportion of Cod-Liver
Oil the taste of this is so effectively
masked in 'Bynol' that it can be
taken readily in cases where the oil
alone could not be tolerated.

The following letter testifies to the pleasant taste of
this preparation.

The Doctor's Jan.

Dear Sir,
I prescribed 'Bynol' for a patient convalescent after
Pneumonia. The preparation so beautifully masked the taste
of the little children, who promptly devoured the remaining
Bynol and called it, 'the doctor's jam.'

Yours truly

Obtainable from Chemists, Stores, etc.
in jars containing 10 and 20 ozs.



ALLEN &
HANBURYS
LIMITED

(Incorporated in England)

40 Canton Road,
Shanghai

For Better Compression
SPEEDY MOTOR OIL

Maximum Light, Strength and
Durability are combined in

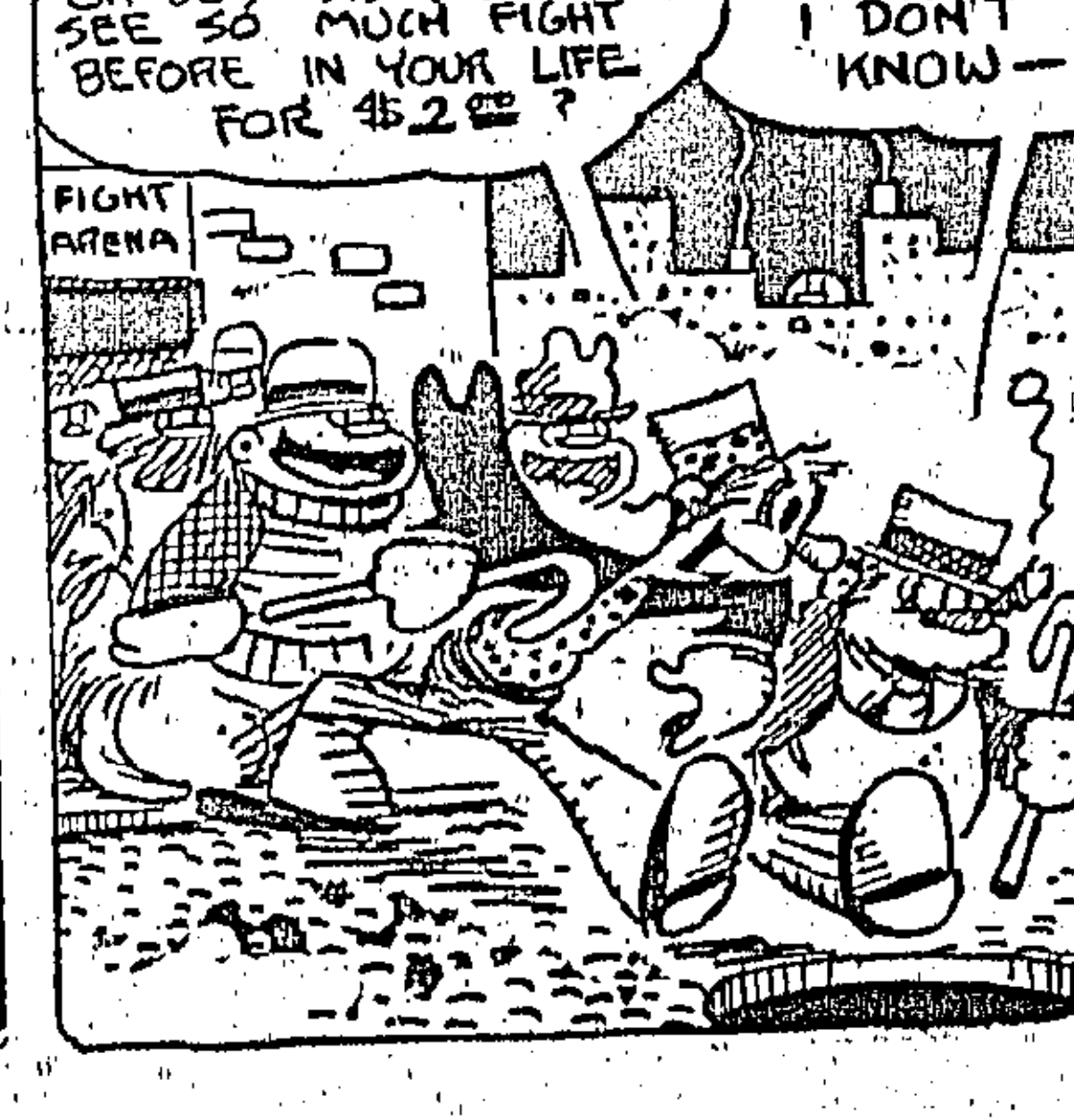
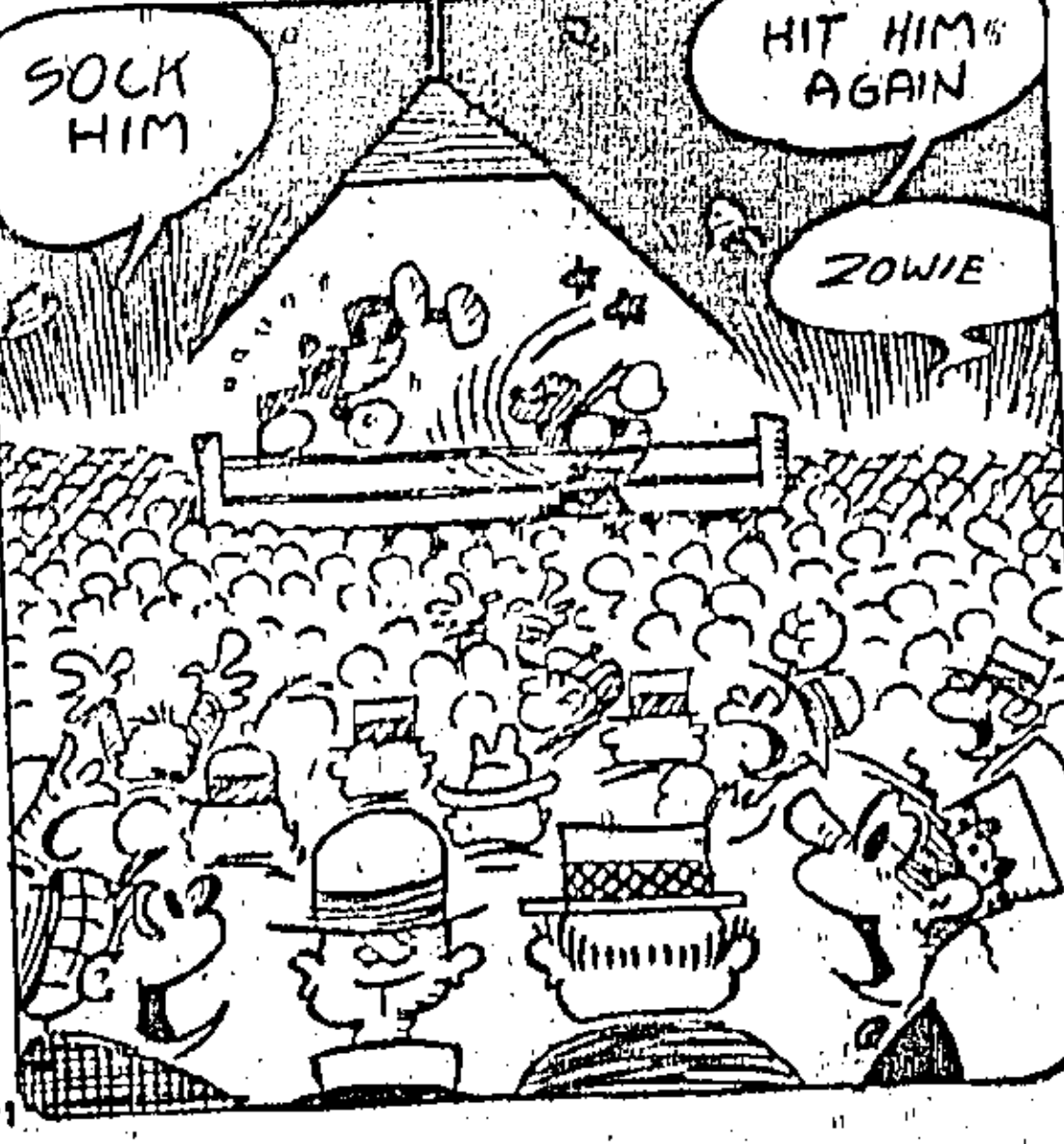
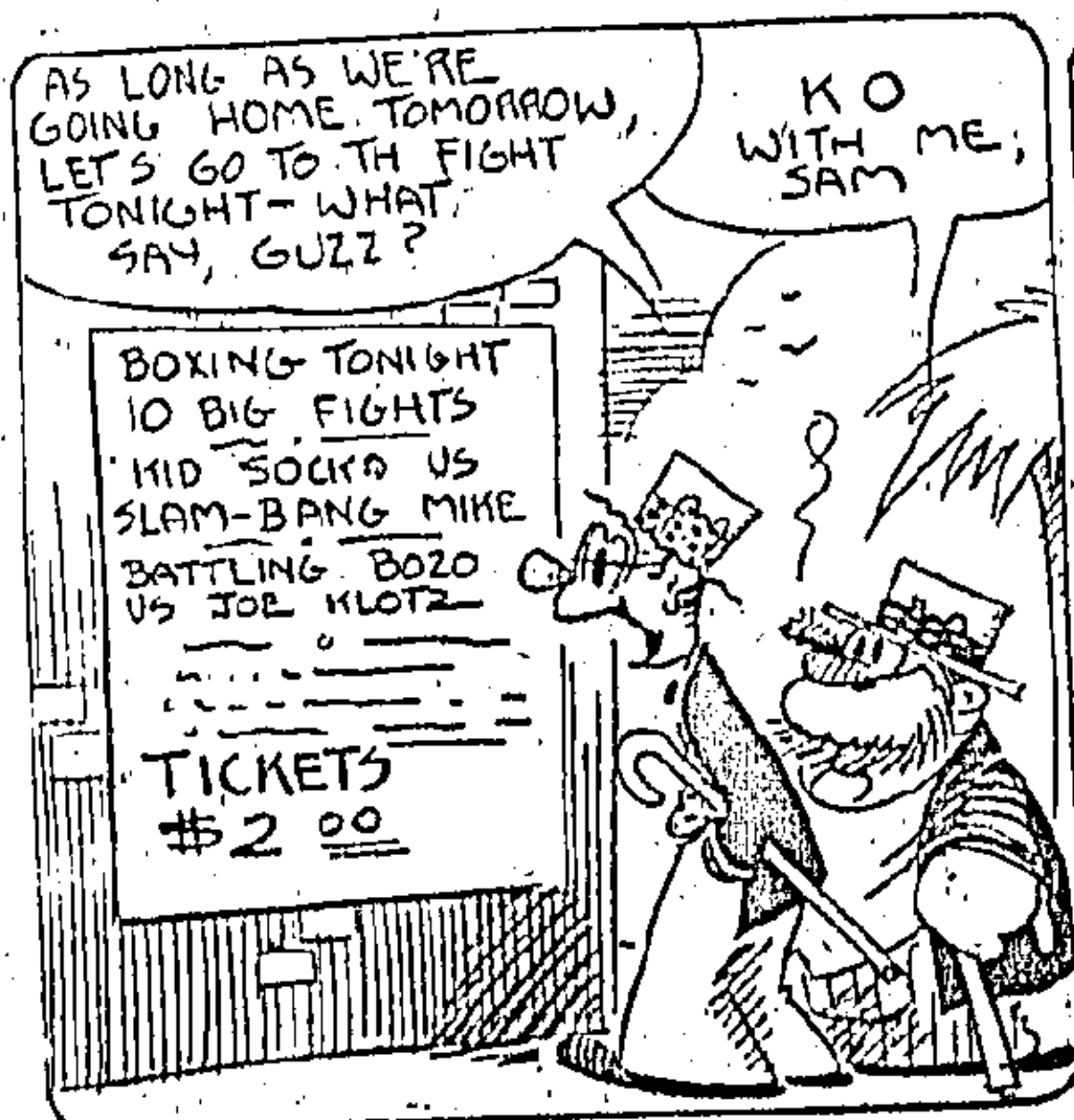
HOPE'S

Tested Steel Windows.
For all purposes.

Particulars } from
Estimates }

DODWELL & CO., LTD.
Sole Agents.

SALESMAN SAM



By Swan



Heat or
cold —

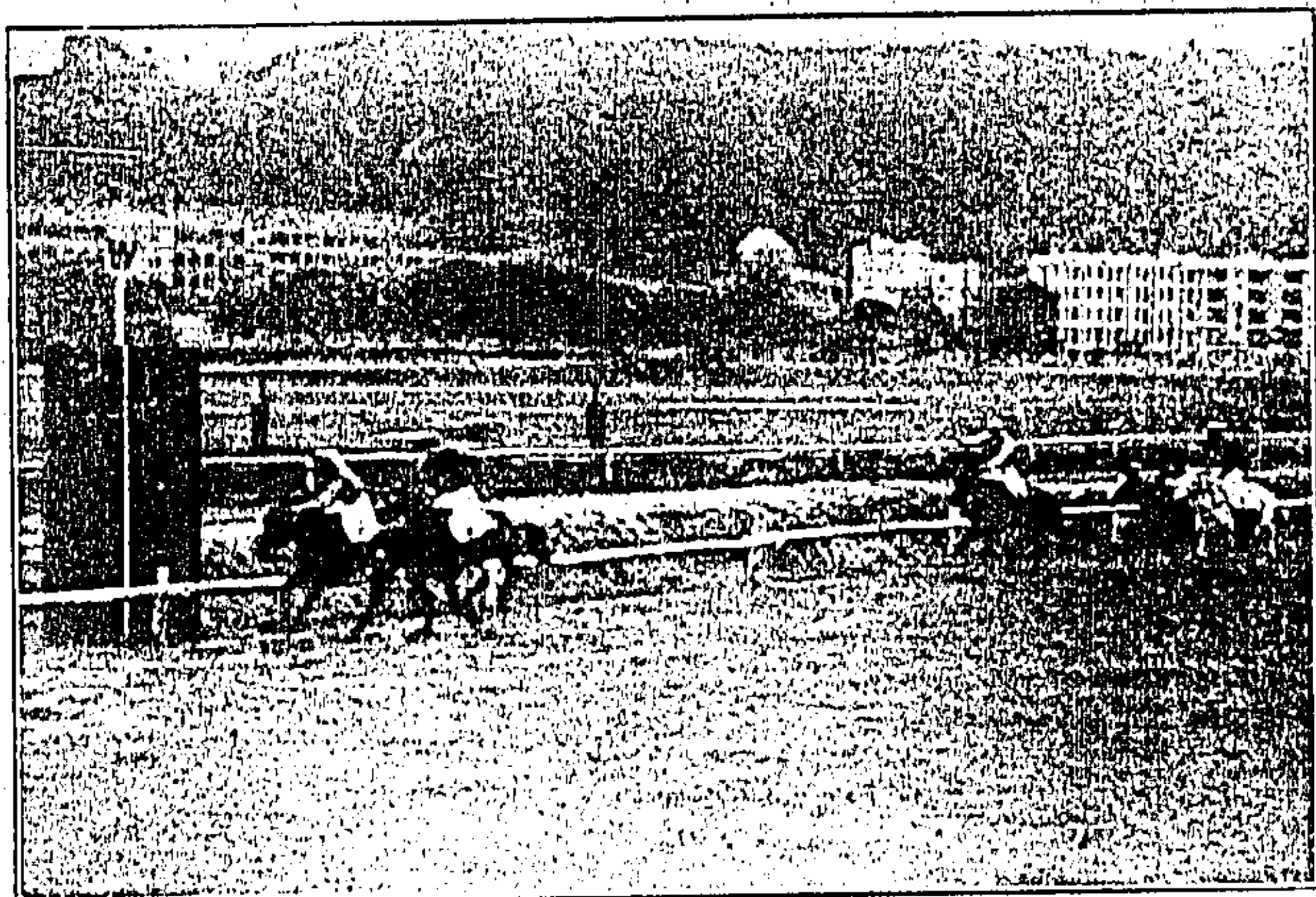
they need
"SCOTT'S"

SCOTT'S Emulsion brings
health and strength at all
ages of life. Contented and
happy are little ones
who are
nourished
by
SCOTT'S
Emulsion.

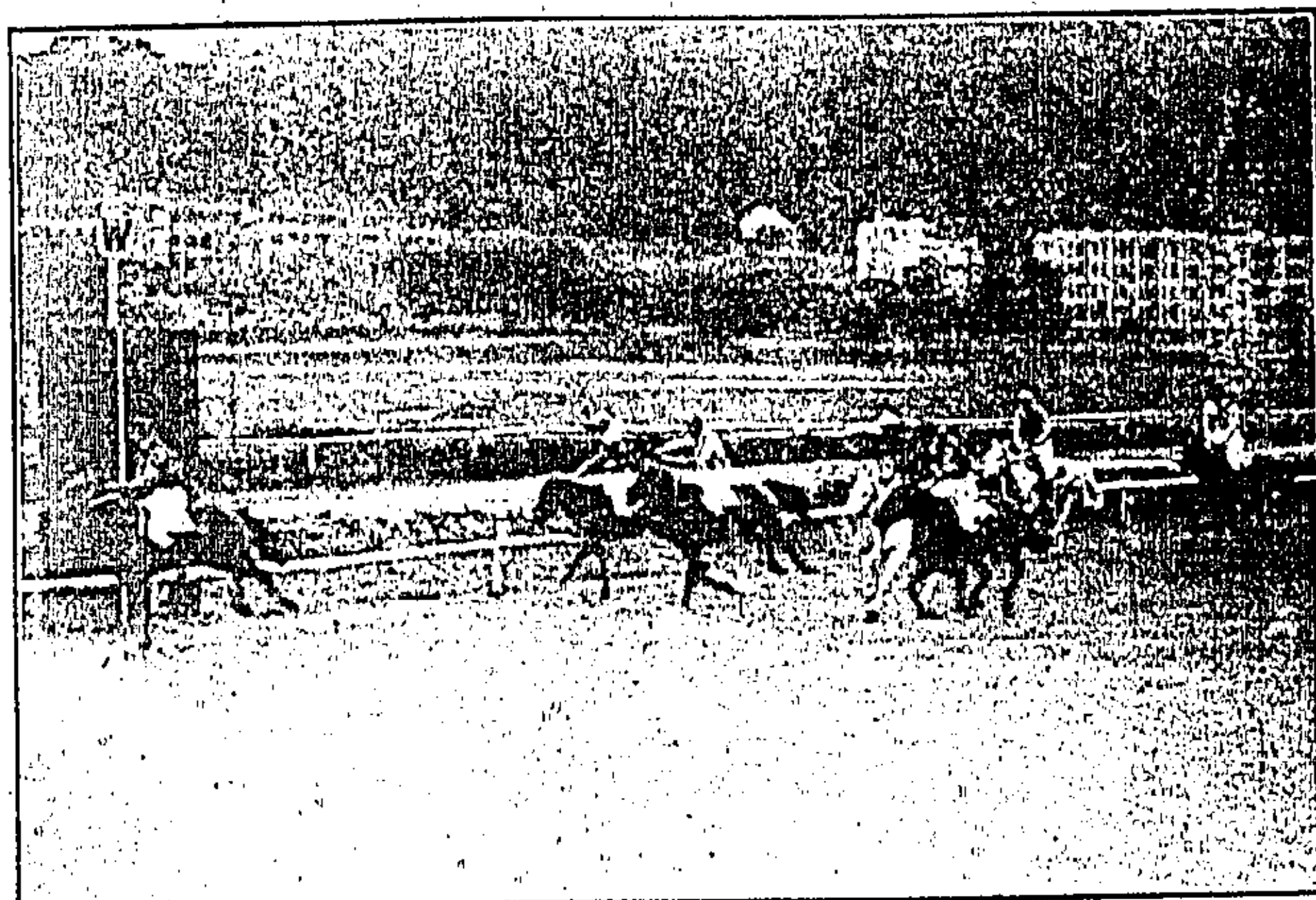


THIS WEEK'S LOCAL PICTURES.

(All Photo-engravings on this page by "South China Morning Post.")



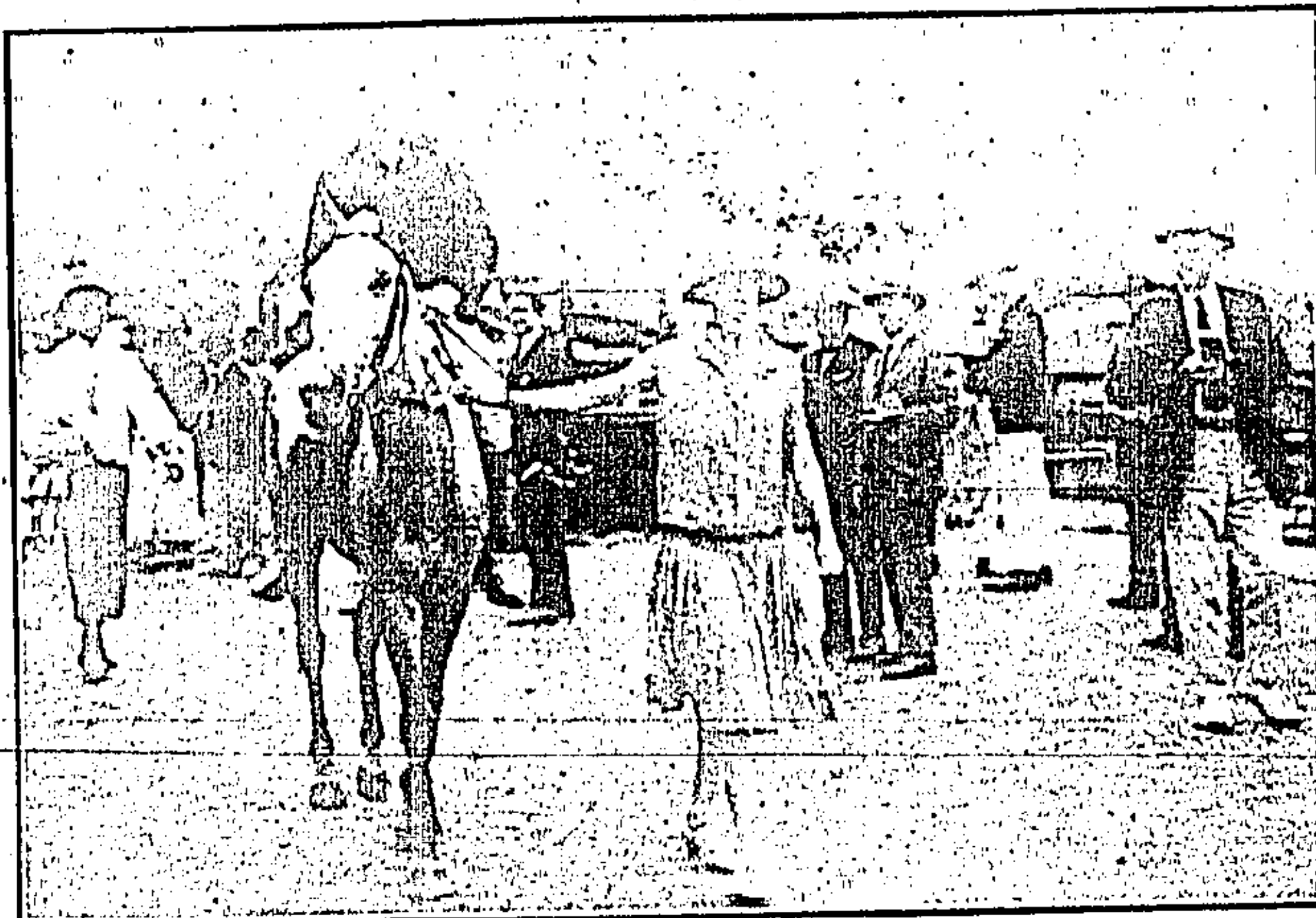
Mr. Luen Yick's "Macao Beauty" (Mr. Wong up) beating Mr. H. M. Austin's "Brigade Call" for the Aggregate Stakes, at last Saturday's extra race meeting. (Photo: Mee Cheung).



Mr. Dynasty's "King of Troy" (Mr. da Roza up) winning the Commonwealth Handicap "A" Class at last Saturday's Extra Race Meeting. (Photo: Mee Cheung).



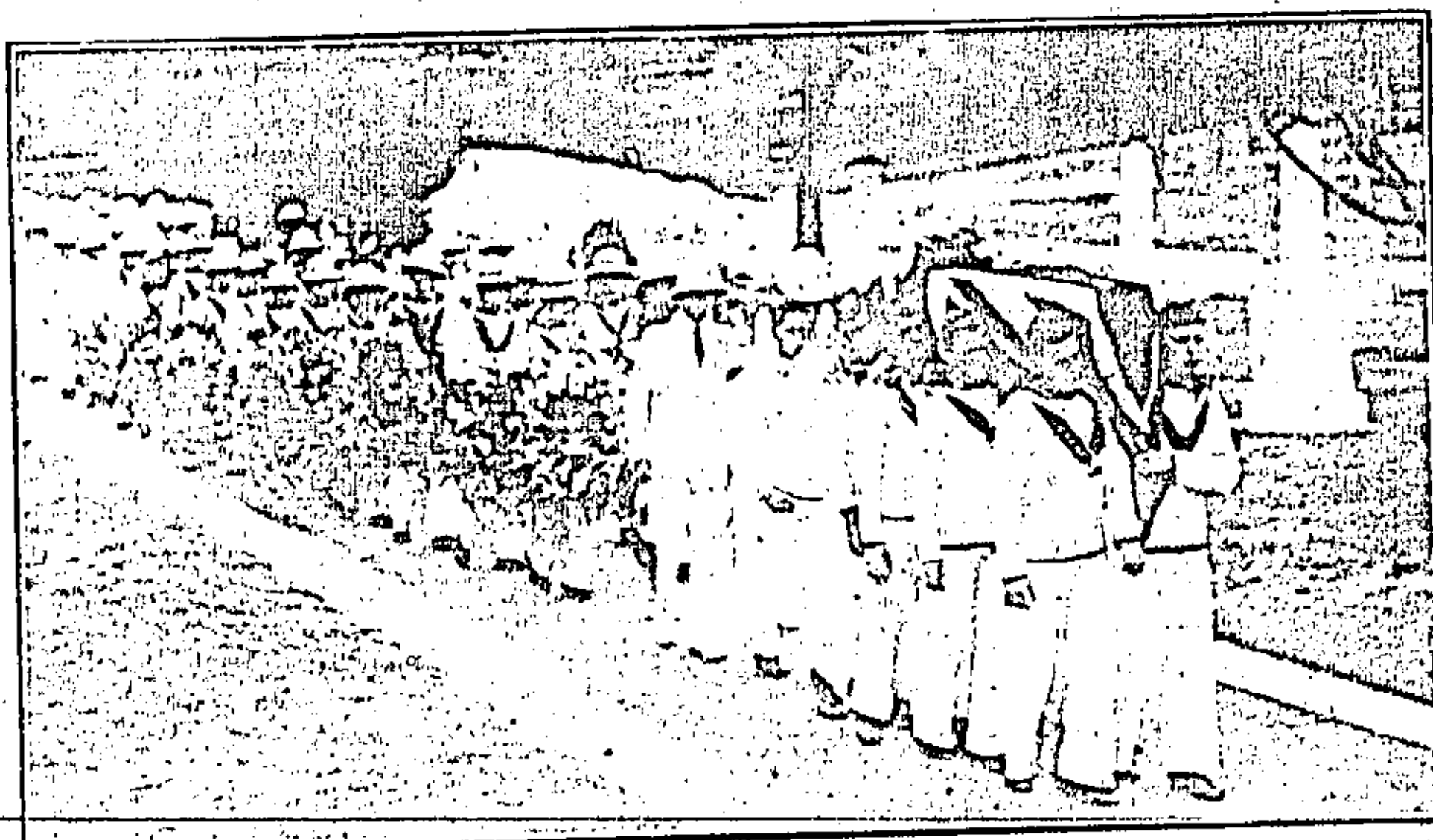
Mr. Hou Un's "Little Sit Tang" (Mr. Wong up) being led in after winning the Commonwealth Handicap "B" Class at last Saturday's races. Photo: Mee Cheung.



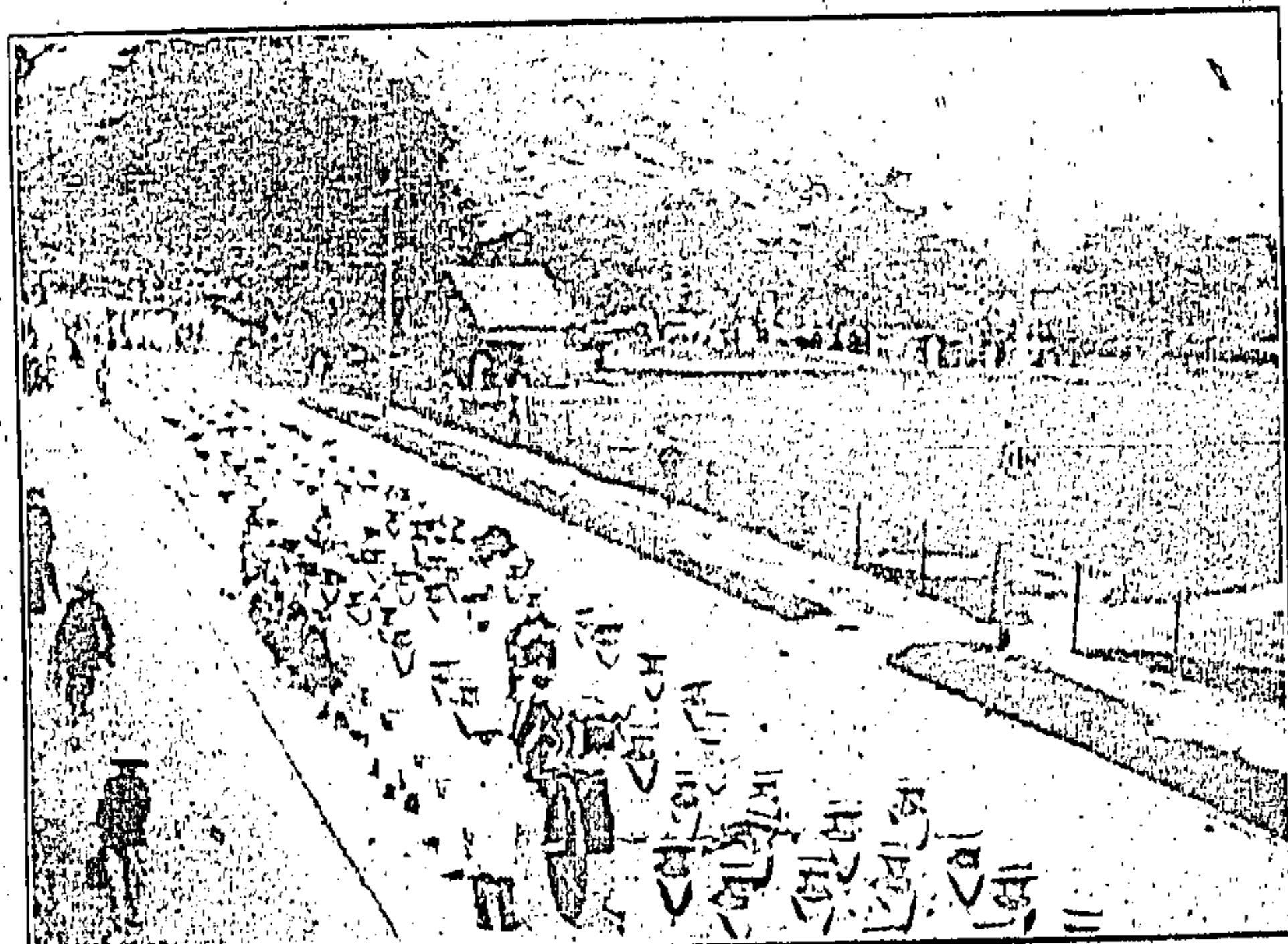
Messrs. Hall and Shenton's "The Goblin" (Mr. Pollock up), winner of the Colonial Stakes at last Saturday's meeting, being led in after the race. (Photo: Mee Cheung).



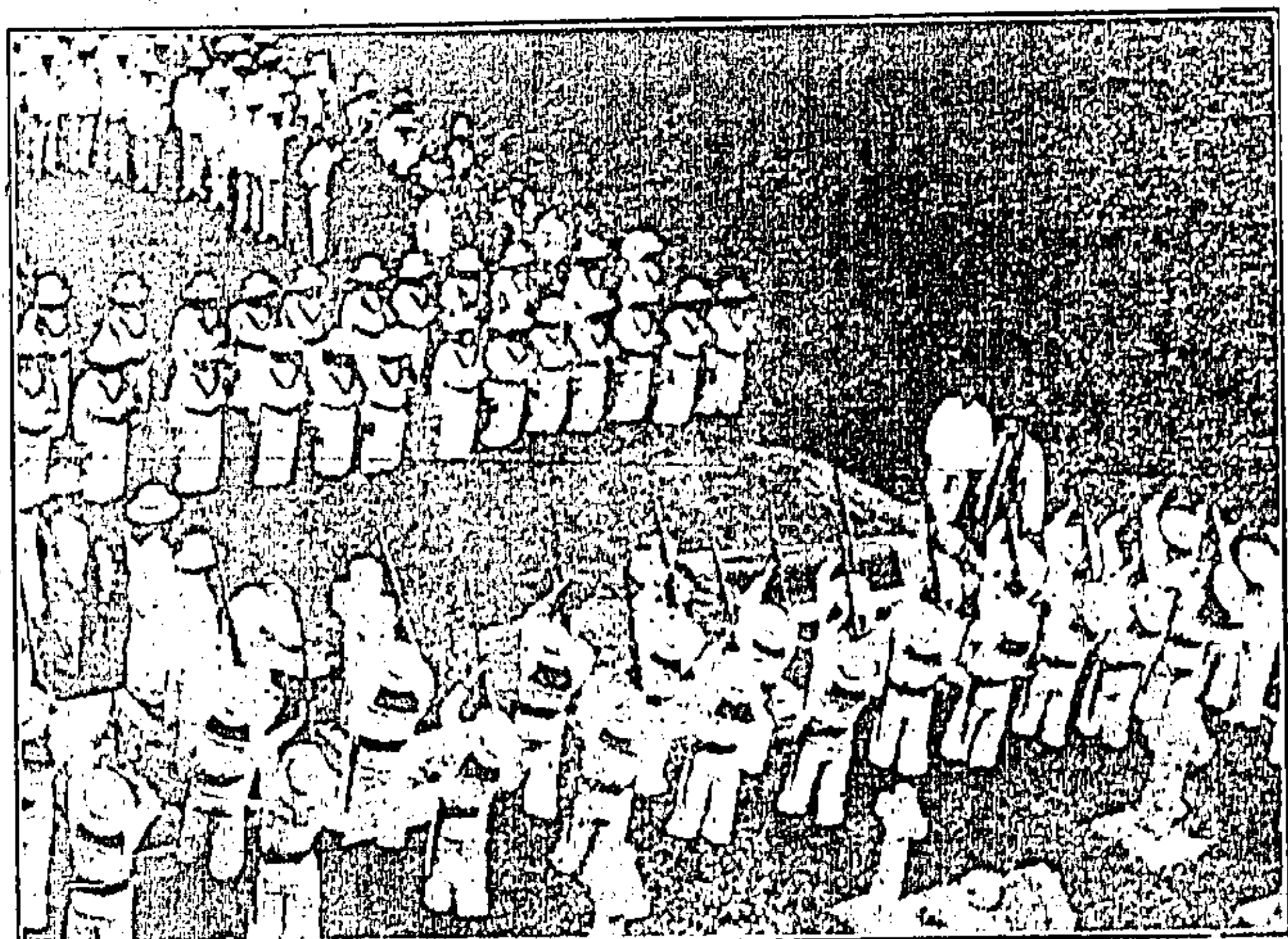
The above snaps show characteristic attitudes of the winner and loser in yesterday's tennis singles Championship final. Mr. S. A. Rumjahn, the winner, is seen on the left and Mr. Ng Sze-Kwong, the runner-up, is on the right. Photo: Mee Cheung.



The late Surgeon Lieut.-Commander G. Aubrey, of H. M. S. Tamar, was laid to rest with full Naval Honours at Happy Valley this week. Above picture shows the coffin being borne to the graveside.



Further scenes at the naval funeral accorded the late Surgeon Lieut.-Commander G. Aubrey showing the coffin being drawn on a gun carriage, and the firing party beside the grave.



SUMMER PYJAMAS

(as illustration)



NO COLLAR
SHORT SLEEVES
KNEE LENGTH

COOL
EASY FITTING
ABSORBENT

PLAIN WHITE, BUFF and BLUE. \$6.50 per suit

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS
Alexandra Building. Des Voeux Road



THE SEASON'S

Bathing Caps and Shoes have arrived.

An early purchase is advisable.

Latest Styles, Moderate Prices

THE COLONIAL DISPENSARY

14, Queen's Road, Central Tel. C. 1877.

THOSE REQUIRING GROUP PHOTOS

are advised to make use of our new CIRCUIT CAMERA by which long photographs of groups (up to 2,000 people) can be taken in one picture, so that every figure in the group appears clearly. Photos from 12 inches to 8 ft. in length.

Call and see specimens.

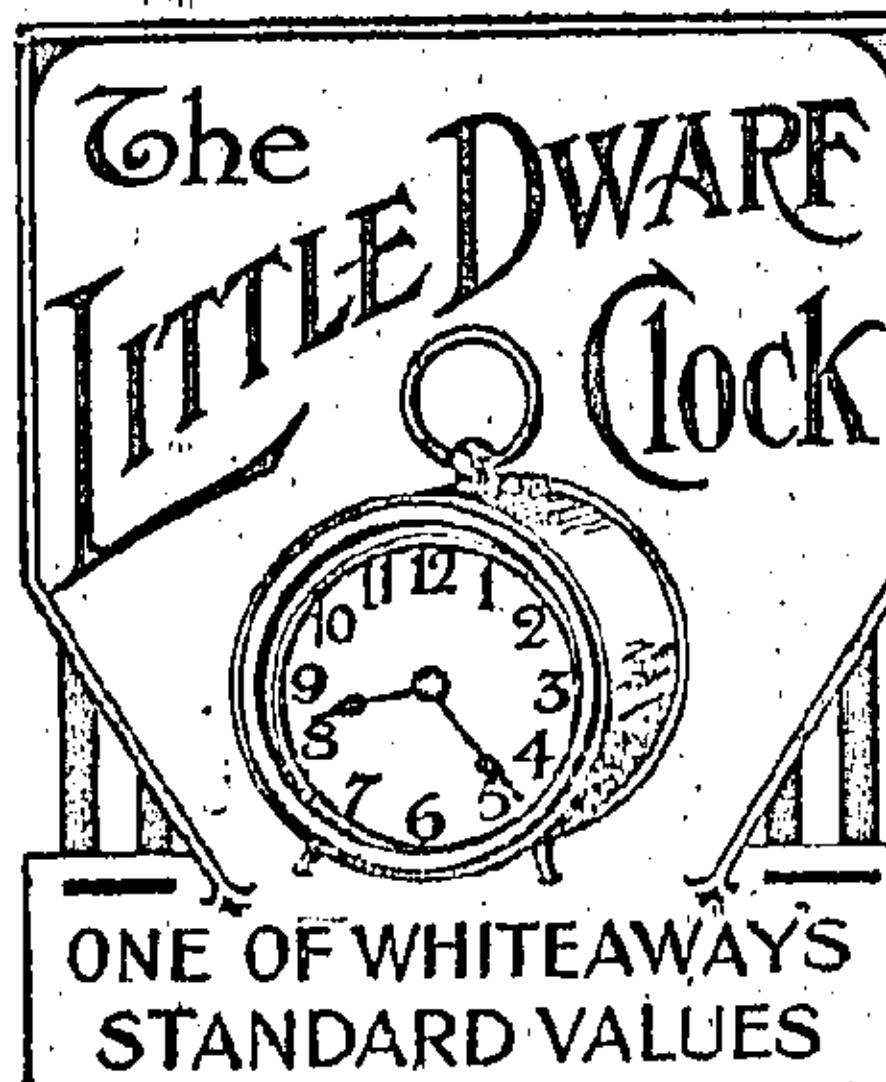
MEE CHEUNG.

Studio, Ice House St. Branch 7, Beaconsfield Arcade,

The International Co.
Dry Cleaning and Dyeing Works
19 Wyndham Street
Hong Kong

WHITEAWAYS

JUST IN-288 ONLY!



ONE OF WHITEAWAYS
STANDARD VALUES

A SMALL CLOCK OF OBVIOUSLY OUTSTANDING VALUE. Don't be misled by the small price. The "Little Dwarf" is a loyal little fellow who gives good service and accuracy through the flight of time for next to nothing. Nickel cased. 2-inch ivory dial. Black figures and hands, a useful little clock for travelling, etc.

Standard Value Price \$1.25

THE BEST VALUE AT THE LEAST PRICE.
SEE WINDOWS.

WHITEAWAY, LAIDLAW & COMPANY, LIMITED.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 207, 208

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—The First floor on No. 2, Hart Avenue. (Five rooms). Apply to Spanish Dominican Procurator.

TO LET.—From 1st June, furnished flat at Mount Kellie, No. 195, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS also ROOMS, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small investors. Tel. C.4630.

TO LET.—European Flat, 29A, Kennedy Road, 4 rooms 2 bathrooms, servants quarters. Apply Telephone C.647, or Thornhill Aerated Water Factory, 164, Praya East.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floor; Nos. 16, 17 & 18, First Floor; No. 18, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Furnished flat on Peak to let: two bedrooms with bathrooms, two reception rooms and enclosed Verandah. Modern Sanitation. Immediate Possession. Apply Box No. 207, care of "Hongkong Telegraph."

TO LET.—Furnished House, 300, The Peak, from 1st June to 30th September, 5 bedrooms, 4 bathrooms. Modern Sanitation, all conveniences. Present Tenants will sub-let at much reduced rent. Apply Box No. 214, care of "Hongkong Telegraph."

TO BE LET.—Furnished, or sold—from 1st July, 1927, Forebank West, Magazine Gap. Six Rooms, 4 bathrooms. Modern Sanitation. Private Garage. Suitable for two couples or four bachelors. Apply F. M. Crawford, care of Lane, Crawford, Ltd.

TO LET.—No. 2, Hiseo Villas, Victoria Road, Pokfulam. A most desirable semi-detached country residence with tennis court and large grounds in course of construction. Excellent situation cool and shady with commanding view. Immediate possession. For terms and further particulars, apply to J. E. Joseph, 2nd floor, Prince's Building, Des Voeux Road, Telephone No. C.916.

POSITION VACANT.

REQUIRED.—For Philippines. British Lady Governess, One Girl aged nine, English Family, quiet life, comfortable home. To leave May 30th. Apply Box No. 213, care of "Hongkong Telegraph."

WANTED.

WANTED.—From 1st June, 1927, in Kowloon, large unfurnished houses for use as Officers' Mess and Quarters. Also from 15th June, 1927, board-residence for a number of Officers in Kowloon and Hongkong. Send full particulars to: Lieut. C. H. Atkins, M.B.E., R.A.S.C. Barrack Office, Queen's Road, Central.

LOST.

LOST.—On 11th May, Brown Pointer Bitch, "9 Leighton Hill" engraved on collar. Will under please return to W. Russell, Government Marine Surveyor?

CHURCH NOTES.

St. John's Cathedral, Hongkong, May 15th, 1927, 4th Sunday after Easter: Holy Communion, 8 a.m.; Children's Service, 10 a.m.; Matins, 11 a.m.; Preacher: Rev. W. R. Cannell; Holy Communion, 12 noon; Evensong, 6 p.m.; Preacher: Rev. H. Copley Moyle. A Social Gathering will be held after Evensong, Music and Light Refreshments.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road. Service at 11.15 a.m. Subject "Mortals and Immortals." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday; 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Service and visit the Reading Room.

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, on Saturday, the 21st of May, 1927, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st of December 1926.

THE TRANSFER BOOKS of the Company will be CLOSED from the 17th to 21st of May, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers. Hongkong 6th May, 1927.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

The Forty-sixth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Tuesday, the 17th May, 1927, at Noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December 1926.

The Share Register and Transfer Books will be closed from the 3rd to the 17th May 1927, both days inclusive.

JARDINE, MATHESON AND COMPANY LIMITED.

General Agents. Hongkong, 26th April, 1927.

WHEN YOU CANNOT SLEEP.

Insomnia is often the result of indigestion or of constipation or of both, and as often as hot a laxative only is required. There is none so well adapted to cleaning the system gently, yet surely, as Pinkettes, the dainty little laxatives and liver regulators.

They quickly correct bilious attacks and sick headaches, aid digestion, restore regularity of the daily function. Chemists everywhere sell Pinkettes, also post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.

PREMISES TO LET.

TO LET.—No. 4 Felix Villas, Mount Davis Road. A five roomed house with modern sanitation and other conveniences. Excellent locality and commanding view, with large garage attached for use of residents as well as regular hourly bus service to and from the City. Very moderate rent. Immediate possession. For terms and further particulars, apply to F. A. Joseph, 2nd floor, Prince's Building, Des Voeux Road, Telephone No. C.916.

NEW ADVERTISEMENTS.

THE PRINCE'S BUILDING AND LAND CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE FOURTH ORDINARY YEARLY MEETING of the Company will be held at its office, Prince's Building, Hongkong, on Tuesday, 31st May, 1927, at 4.00 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st March, 1927.

THE TRANSFER BOOKS OF THE COMPANY will be closed from Friday, 27th May, 1927, to Tuesday, 31st May, 1927, both days inclusive.

By Order, of the Board of Directors, S. K. MOOSA, Secretary. Hongkong, 16th May, 1927.

NOTICE.

The University Calendar for 1927, is now available. Copies can be obtained on application to the Registrar. Price \$1.00 a copy.

HONGKONG BOXING ASSOCIATION.

EIGHTH TOURNAMENT OF THE SEASON.

Saturday, 14th May, 1927, at 9.15 p.m. at the THEATRE ROYAL.

MAIN EVENT.

Featherweight Championship of the Colony 15 Round Contest. A. R. Halligan, H.M.S. "Frobisher."

A. B. Hindle, H.M.S. "Delhi." and Five other contests.

Booking at Moutries. Members—11th and 12th May. General Public—13th and 14th May.

USUAL PRICES.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FOURTH ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Building, Hongkong, on FRIDAY, 20th May, 1927, at 11 o'clock a.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1926, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from May 4th to May 20th, both days inclusive.

By Order, of the Board, PAUL LAUDER, General Manager. Hongkong, April 25th, 1927.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-FIRST ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 20th May, 1927, at 11.15 a.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1926, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from May 4th to May 20th, both days inclusive.

By Order, of the Board, PAUL LAUDER, General Manager. Hongkong, April 25th, 1927.

THE CHINA FIRE INSURANCE COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-EIGHTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 20th May, 1927, at 11.20 a.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1926, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from May 4th to May 20th, both days inclusive.

By Order, of the Board, PAUL LAUDER, General Manager. Hongkong, April 25th, 1927.

CHINA AUCTION ROOMS.

4, Duddell Street. If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A General Meeting of Members will be held on MONDAY, the 16th May, 1927, at 4 o'clock in the CITY HALL, Hongkong, to nominate a Member of the Chamber for appointment to the Legislative Council for the usual term of four years, in succession to the Hon. Mr. D. G. M. Bernard. This nomination becomes necessary as the Hon. Mr. Bernard will be future remain a member of the Legislative Council as appointed by His Excellency the Governor.

Notice in writing of the Names of Candidates and their Proposers and Secondors to be lodged with the Secretary at least 48 hours before the time appointed for holding the Meeting.

By Order, M. F. KEY, Secretary. Hongkong, 4th May, 1927.

WAR DEPARTMENT CONTRACTS.

Sealed Tenders will be received at the Office of the O.C. R.A.S.C., Headquarters, Victoria Barracks, Hongkong until 12 noon on the dates stated, for the undermentioned services for the periods as stated:—

For a period of six months commencing 1st July, 1927. Coal, Japanese House, 31st May, 1927.

Coal, Japanese Steam, 31st May, 1927.

Coal, Smiths, 31st May, 1927.

Sugar, White, granulated, 1st June, 1927.

Salt, Chinese best, 1st June, 1927.

Potatoes, 1st June, 1927.

Onions, 1st June, 1927.

Mustard, 1st June, 1927.

For a period of three months commencing 1st July, 1927. Oil, Ground, for Lamps, 31st May, 1927.

Paraffin or Petroleum, 31st May, 1927.

Methylated Spirit, 31st May, 1927.

Shavings, Rattan, 31st May, 1927.

Lime, 31st May, 1927.

Tender Forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily except Sundays.

MRS. SEKAI MASSAGE

Tel. No. C. 4433, 2nd Floor 2, Duddell Street, Hongkong

MASSAGE HALL

MRS. S. UZUNOYE, Expert Masseuse 37, Queen's Road, C 2nd floor

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,

the 18th May, 1927,

commencing at 2.45 p.m.

At No. 23, Humphreys Building, Kowloon.

A Quantity of Valuable Household Furniture,

comprising:—Teak Hatstand, Chesterfield Couch and Chairs, Teak Glass Cabinet, Teak Screens, Teak Wardrobes with Bevelled Mirror, Teak Dressing Table, Washstand, Teak Dining Table and Chairs, Bookcases, Carpets, Rugs, Pictures, Ornaments, etc.

also A Few Pieces of Blackwood Furniture.

Catalogues will be issued. On View from Tuesday, the 17th May, 1927.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

LION'S CUBS, AS PETS.

GIFT TO PRESIDENT COOLIDGE.

There were several queer passengers in the Royal Mail Steam Packet Company's motor-ship Asturias, which arrived at Southampton in mail week. There were four lion cubs, a duker (a small deer), and two Madagascar cats. Two of the lion cubs, which have been named Joe and Hanna, are presents from the Mayor and Corporation of Johannesburg to President Coolidge, of the United States. They are being taken to him by Mr. Gould Dietz, of Omaha.

Mr. Dietz told a press reporter yesterday that the other two cubs and the rest of the ship's menagerie were his own property. "The lion cubs," he said, "have already become great pets, and I shall take them about with me like dogs, on chains, in my car."

During the voyage from South Africa the lion cubs and the Madagascar cats have been kept in special cages built in the hold, and they have been fed on cooked meat. The deer has subsisted on hay.

Mrs. J. CRAWFORD.

EXPERT MASSAGE.

14, Queen's Road C, 1st floor.

MASSAGE HALL

23, Wyndham Street MRS. H. MORITA. MRS. E. AKAJI. Telephone C. 4395.

POST OFFICE NOTICE

NOTICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

RADIO TELEGRAMS may now be accepted for Hongkong under the same conditions and at the same rates as for Canton.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

During the interruption of the Hongkong-Macao cable service the Macao Radio Station will remain open for the exchange of telegrams with Hongkong from 8 a.m. to 10 a.m. The Hongkong Station is always open and messages are accepted at any time throughout the 24 hours.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

The Radio Telegraph Service between Hongkong and Swatow has been resumed and telegrams for Swatow are now accepted under the same conditions and at the same rates as for Canton.

Parcels Post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

INWARD MAILS.

From	For	Date
Europe via Suez (letters and papers)		
London 14th April, and parcels		
7th April)	Kashmir	May 14.
Shanghai	Soochow	May 14.
Straits	Fushimi Maru	May 15.
U.S.A., Canada, Japan and Shanghai	Pres. Cleveland	May 15.
Sal	Talamba	May 15.
Seigon	Emp. of Canada	May 16.
Canada, U.S.A., Japan and Shanghai	Kashima Maru	May 20.
Japan and Shanghai	Tango Maru	May 20.
Australia and Manila	Mishima Maru	May 24.
Straits	Hakozaki Maru	May 29.

OUTWARD MAILS.

For	Per	Date
Shanghai	Carnarvonshire	Sat., May 14, 4 p.m.
Amoy	Anking	Sat., May 14, 4 p.m.
Samshui and Wuchow	Taiming	Sat., May 14, 4.30 p.m.
Formosa, Shanghai, Japan, Honolulu and San Francisco	Siberia Maru	Sat., May 14, 4.15 p.m.
	Letters	4.15 p.m.
	Parcels	5 p.m.
	(Due San Francisco 10th June).	
Shanghai and Europe via Siberia	Chungking	Sat., May 14, 5 p.m.
Seigon	Phnom Penh	Sat., May 14, 5 p.m.
*Swatow and Bangkok	Kiangsu	Sun., May 15, 8.30 a.m.
Swatow, Amoy and Formosa	Koemun	Sat., May 15, 9 a.m.
Shanghai, Japan and Europe via Siberia	Katjo Maru	Sun., May 15, 9 a.m.
	Fushimi Maru	Mon., May 16, 10.30 a.m.
Straits and Calcutta	Laisang	Mon., May 16, Noon
	Parcels	1.45 p.m.
	Letters	1.45 p.m.
Shanghai	Kwangso	Mon., May 16, 5 p.m.
Amoy	Soochow	Mon., May 16, 5 p.m.
Swatow, Amoy and Foochow	Haiching	Tues., May 17, Noon
Straits, Ceylon, India, Mauritius, E. Africa, Egypt and Europe via Marseilles	Calchas	Tues., May 17, 2.30 p.m.
	Registration	2.30 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 17th June).	
Manila	Emp. of Canada	Tues., May 17, 3.30 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America, and Europe via Victoria, B.C., and Europe via Siberia	Pres. Lincoln	Tues., May 17, 4.15 p.m.
	Parcels	4.15 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Victoria, B.C. 6th June).	
Swatow	Kwangso	Tues., May 17, 5 p.m.
Amoy	Kwangso	Tues., May 17, 5 p.m.
Bangkok	Kwangso	Tues., May 17, 5 p.m.
Manila, Australia and New Zealand via Thursday Island	Taiiping	Wed., May 18, 1.45 p.m.
	Registration	1.45 p.m.
	Letters	1.45 p.m.
	(Due Thursday Island 27th May).	
Hohow and Haiphong	Tean	Thurs., May 19, 8.30 a.m.
Batavia	Tjikembang	Thurs., May 19, 11.30 a.m.
Straits, Ceylon, India, Mauritius, C. & S. Africa, Aden, Egypt and Swatow, Amoy and Foochow	Haining	Fri., May 20, 1 p.m.
Europe via Marseilles	Kashima Maru	Sat., May 21, 1.45 p.m.
	Registration	8.45 a.m.
	Letters	9.30 a.m.
	(Due Marseilles 20th June).	
Japan	Tango Maru	Sat., May 21, 9 a.m.
Amoy	Kumsang	Sat., May 21, 5 p.m.
Swatow	Chakang	Sat., May 21, 5 p.m.
Straits and Calcutta	Hosang	Tues., May 24, 9 a.m.
	Parcels	9 a.m.
	Letters	9 a.m.
Manila, Australia and New Zealand via Thursday Island	Mishima Maru	Wed., May 25, 8.45 a.m.
	Registration	8.45 a.m.
	Letters	9.30 a.m.
	(Due Thursday Island 6th June).	
Shanghai, Japan and Europe via Siberia	Hakozaki Maru	Mon., May 30, 10.30 a.m.

*Correspondence bearing vessel's name only.

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INDIAN UNREST.

AGITATOR DEPORTED FROM INDORE.

Indore, April 14.—The following is the full text of the order passed by the Indore States in connexion with the deportation of Dr. Kitchlew.

"From the inquiries made as regards the antecedents of Dr. Kitchlew, it has been found that he is a violent agitator, and has been in jail twice, and his activities have often resulted in some sort of disturbance. After the riots in February last, Dr. Kitchlew visited Indore twice and applied for enrolment as a High Court Vakil. During the time he has been here Government has good reason to believe that he has encouraged the circulation of mischievous ideas and false statements and tried to promote feelings of enmity between Hindus and Mahomedans to defy authority and to break the law.

External Influences.

"In this State the relations between Hindus and Mahomedans have always been cordial, and even the recent troubles have not affected the old and respectable members of the two communities. However, Government is aware that external influences have been at work for some time past among both communities, and attempts have been systematically though clandestinely made to cause friction between them, and recently to increase the tension. It is easy for fanatics and ignorant people to be misled by agitators and mischievous propagandists, and it is the duty of Government to protect its subjects from such influences as are a source of constant danger, and come in the way of the maintenance of peace and order, and the restoration of communal friendship and harmony.

Subversive Propaganda.

"Dr. Kitchlew and some others have been carrying on a propaganda of this subversive kind; and for this reason he cannot be considered a fit person to be enrolled as a vakil of the High Court. For the same reason he is ordered to leave the State at once and not to return to it without the permission of the Government. He is ordered to leave at such hour and from such place and in such direction as the officer, who serves this order on him, direct."

In conformity with this order Dr. Kitchlew and his servant were motored to Palla Station about 9 miles north of Indore from whence they will entrain for Amritsar, their head-quarters. Before he left Dr. Kitchlew asked Mr. Jammuddin, Secretary Anjuman Islam, to tell the Mussalman brethren not to lose heart, but to continue to work with courage and determination on constitutional lines for the helpless accused.

LONDON-MADE "CHAMPAGNE."

GAS PUMPED INTO GRAPE JUICE.

Steps are being taken to direct the attention of the Chancellor of the Exchequer to the growth of a wine-manufacturing industry in Great Britain.

Some aspects of the development of this type of business are causing great concern to reputable and old-established houses of wine-producers and distributors, who are preparing to impress on the Government the necessity of either subjecting the British so-called wines to tax—in which case they would certainly disappear from the market—or providing a label approved by the Board of Trade which would be placed on bottles of imported wine to guarantee its genuineness. The operations of a number of British wine-making firms whose products have begun to be sold very extensively, particularly in industrial districts, are to be discussed at a special meeting of the Champagne Association this week with a view not only to impressing the Government with the need for action in the public interest but also to instituting legal proceedings in respect of the methods of some of the manufacturers in describing and labelling the wines.

Large premises have been acquired by the firms concerned in and around London, and the manufacture is usually carried on in underground cellars. In some cases what might be bought by the public as champagne or one of the allied sparkling wines is made from concentrated grape juice or dried grapes brought from France, and analysis has shown others of the wines to be prepared also with roseberry and rhubarb juice. In every case the wine is aerated by pumping carbonic acid gas into the bottles.

A product which resembles port wine but is never actually described as such, although ingenious imitation terms are employed, is also being made on an extensive scale in London, for sale specially in working-class districts of large towns.

For what might be taken to be real champagne or sparkling wines the bottles are adorned with clever labels which do not state that the contents were made in Britain, but convey the suggestion that they are the genuine produce of France.

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Send coupon for 10-day tube

effective film-removing method. Ordinary brushing was found ineffective. Now two effective combatants have been found, approved by high dental authority and embodied in a tooth paste called Pepsodent.

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Firms the Gums

Pepsodent acts first to curdle the film. Then it thoroughly removes the film in gentle safety to enamel.

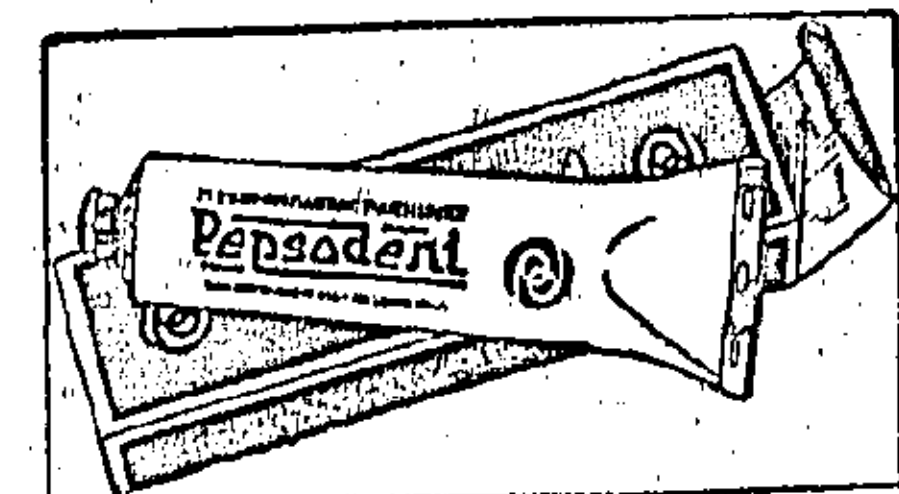
At the same time, it acts to firm the gums—Pepsodent provides, for this purpose, the most recent dental findings in gum protection science knows today. Pepsodent also multiplies the alkalinity of the saliva. And thus aids in neutralizing mouth acids as they form.

It multiplies the starch digestant of the saliva. Thus combats starch deposits which might otherwise ferment and form acids.

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Give full address. Write plainly. Only one tube to a family.

BOMBAY'S BEGGAR PROBLEM.

THE CORPORATION'S PROPOSALS.

Bombay, April 14.—To tackle the problem of beggars in Bombay, the Public Health Committee of the Bombay Corporation after considering proposals made by a special

officer of the Government has recommended that in the City of Bombay the Government should form a committee of public assistance which representatives of the Corporation and other public bodies in the city should be invited to join. This committee, the Health Committee urge, should be entrusted with full authority in matters of poor relief. The Public Assistance Committee should organise a council of social service and different

religious communities and the public and charitable institutions in the city may be requested to send their representatives to the Council.

The Corporation agree that the Public Assistance Committee should undertake the management of the clearing house and that this house should be centrally situated so as to be easily accessible for the reception of beggars.

Turning to religious beggars, the

Corporation urge that passports or licenses may be given to bona fide religious mendicants, not being lepers, for begging in temples, mosques or dharmshalas, darghas and burial grounds only and not on the public streets and thoroughfares of the city. It should be left to a bench of honorary Magistrates to decide whether a beggar or a vagrant is a religious or a professional beggar or belongs to any other denomination.



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AFTER SIX YEARS.

COURT GUARD IN SACCO-
VANZETTI TRIAL.

Nicolo Sacco, a shoe worker, and Bartolomeo Vanzetti, a fish peddler, whose conviction at Dedham (Massachusetts) six years ago for the murder of a payroll clerk and his guard in 1920, was a subject of world-wide controversy, have been sentenced by Judge Webster Thayer, who tried them at New York, to suffer death by electrocution during the week beginning July 10.

The moment that the verdict was pronounced news of it was flashed by the State Department to the American embassies, legations, and consulates in Europe and Central and South America. This was done so that members of the consular and diplomatic corps might take such precautions as seem to them advisable in view of the hostile demonstrations excited by the case in many parts of the world against American representatives.

The protests. When the previous week the Supreme Court of Massachusetts finally rejected the appeal for a new trial protests from Radical legislators and Labour organisations began to pour into Massachusetts from Europe and other parts of the world. One of the protests was signed by twenty-one British M.P.s, mostly Labour members.

The closing scenes of the six-years-old trial at Dedham were extraordinary. Three hundred policemen guarded the court-house. When the judge, an aged man whose illness was apparent, asked the prisoners if they had anything to say why sentence should not be pronounced against them, Vanzetti, in broken English, spoke for forty-two minutes, protesting his innocence and accusing the court and judge of prejudicing the case because of the Communist views held by him and his fellow-prisoners.

Judge's Ordeal. The judge remained impassive during the speeches of the prisoners. When they had finished he pronounced sentence, declaring: "Under the law of Massachusetts the jury says whether a defendant is guilty or innocent. The court has absolutely nothing to do with the question. The laws of Massachusetts provide that a judge cannot deal any way with facts."

When the prisoners were manacled and led away the judge retired to his chambers, where, like a man relieved of a heavy burden, he said: "I could have prolonged their lives for years, but why should I? Already I have shortened my own life by several years. There is not one line of evidence that I have not studied. I am ready to meet my Maker this minute."

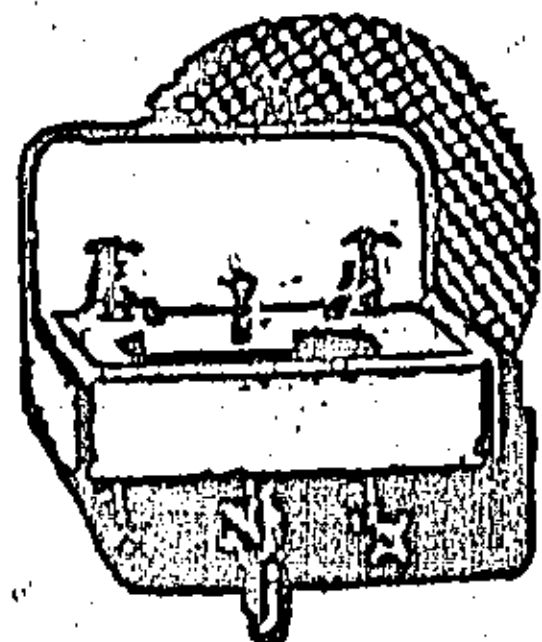
MILLIONAIRE'S SON ARRESTED.

FLORIDA LAND DEALS SEQUEL.

New York, April 13. Mr. Paris E. Singer, the millionaire son of the founder of the sewing machine fortune, was arrested yesterday at Everglades Club, which he founded ten years ago at Palm Beach, Florida, on a charge of obtaining \$300,000 under false pretences. The charge was preferred because of rumours that he had incorporated his assets in England and therefore they were not liable for judgment in the United States. Mr. Singer has been connected with many huge land projects in Florida. One of the most ambitious was the Blue Heron on which construction was started in 1925 with plans calling for an expenditure of \$400,000.

Work on this stopped when the general collapse of land prices in Florida occurred. The claims against Mr. Singer are by contractors, excavators, builders, and architects. He was released on \$4,000 bail.

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99 DAYS AT SEA.

WINDJAMMER FLEET'S
VOYAGE.

While the exact whereabouts of great liners are known every day, there is a fleet of 14 sailing ships, all without wireless installations, battling their way to England, of whose whereabouts nothing is known, except that by now some of them should "be getting near," as the London agents said recently.

One, the Favell, a 80-year-old vessel, flying the Finnish flag, is believed to be the leading ship of the 14 that sailed on the 12,000 miles voyage from Australia early this year, laden with grain.

The average sailing ship passage from Australia is 100-140 days. The Favell has now been at sea since January 8—99 days. Not far behind her is the Rougemont, also Finnish owned, a steel 4-masted barque, launched at Greenock in 1897.

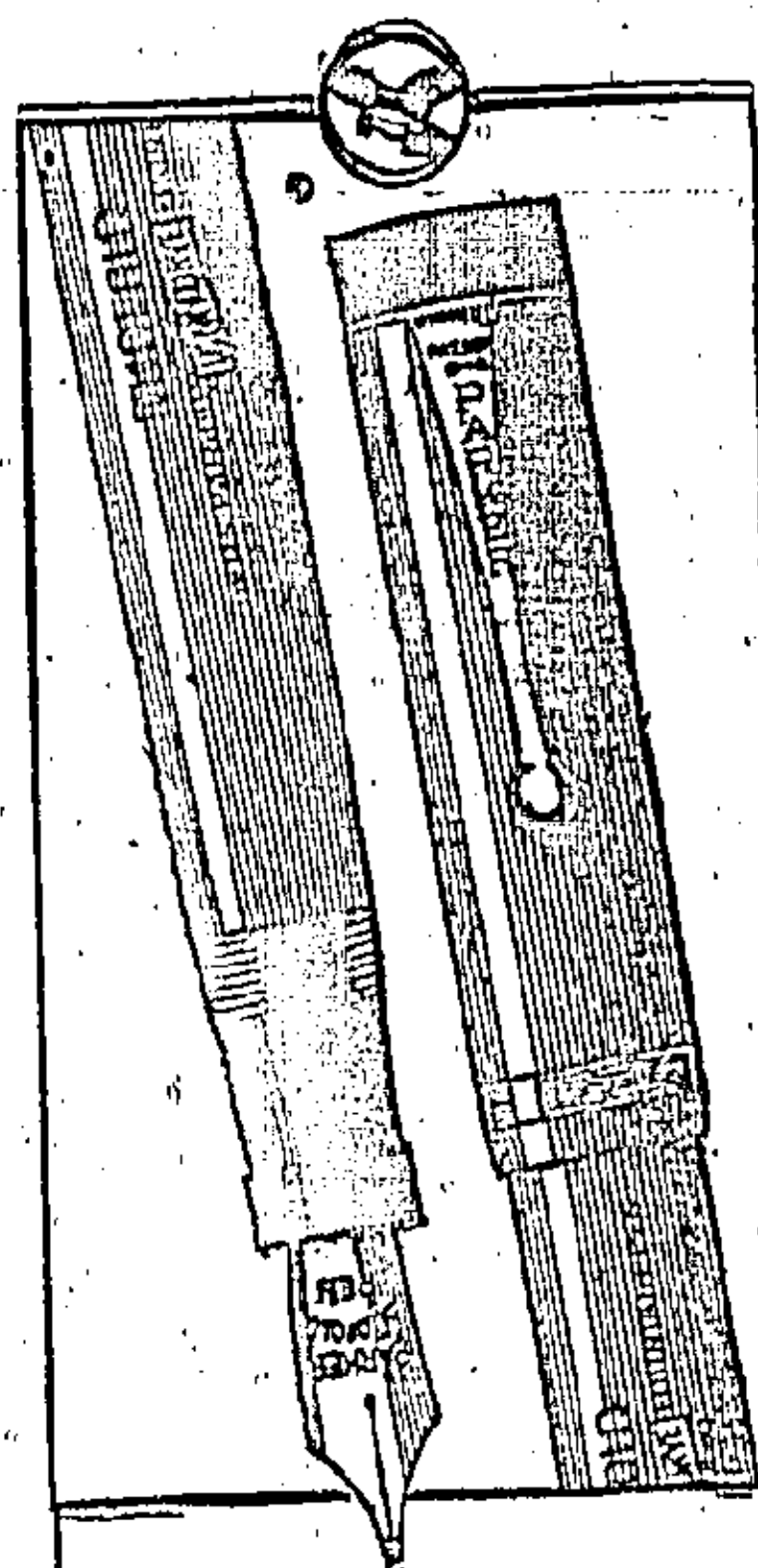
Next, it is believed, comes the Ponape, an Italian steel 4-masted barque. Then some days behind, comes the rest of the fleet, and a week or two now should see several of the fleet within sight of the English Channel.

MILAN FAIR.

BELLS INSTEAD OF
SPEECHES.

Milan.—The opening of the eighth International Milan sample fair, instead of the usual receptions and speeches, was announced by the simultaneous pealing of bells from all the churches and the hooting of factory sirens. The gates were opened and the public entered while the air was vibrating with a joyful feast of sound.

Milan is full of visitors, including many foreigners. A first visit to the fair gives an excellent impression.



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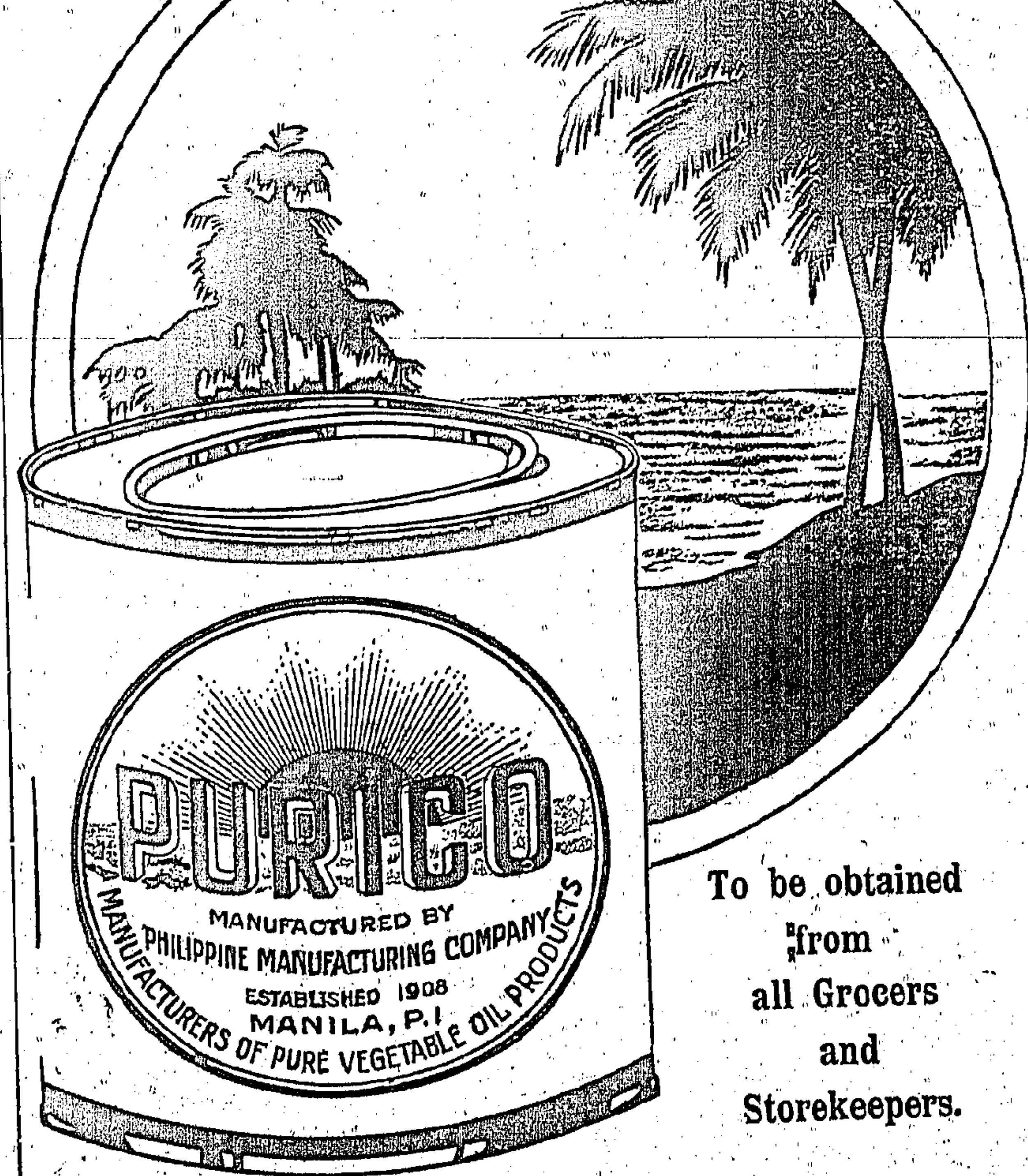
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LARGE GATHERING AT PRIZE DISTRIBUTION.

There was a large and happy attendance of members of the Hongkong Volunteer Defence Corps at headquarters last evening on the occasion of the annual smoking concert and distribution of prizes won during the season, over which the commander, Lieut. Col. L. G. Bird, D.S.O. presided. Kilts and Scottish colours were prominent, chiefly because the Blake Shield, Francis Cup, and the Attack Competition were won by Scottish sections.

This year's event was largely organised by Pte. C. E. Frith, assisted by Company Sergt. Major Stewart, and the concert part was arranged by Captain Dowbiggin.

The evening was commenced with bagpipe selections after which songs were rendered by A. Green, W. J. Johnston, R. Sutherland, and H. E. Gardner. Mr. V. R. Jones being at the piano assisted by Mr. G. E. Longyear. A feature of the evening, and one which added materially to the enjoyment were choruses dear to the heart of a soldier, which were sung with a will.

The chairman was supported by His Excellency Major General C. C. Luard, C.B., C.M.G., Col. Russell Brown, Col. Comyn, D.S.O., Lieut. Col. W. C. P. Russell, D.S.O., commanding Royal Artillery, Major Alabaster, Royal Engineers, Captain L. D. Joll, R.A., Captain E. S. G. Howard, R.A., Captain R. L. Carew, R.A., Captain Dowbiggin, the Hon. Mr. C. McI. Messer, Mr. R. M. Dyer and Mr. P. White.

Prior to the distribution of prizes the chairman said the strength had reached a point higher than it had done since the present corps was formed, but there were still a number of young men in the colony who did not yet seem to realise their obligations.

The Efficiency Cup.

The Artillery Company last year were issued six inch howitzers in place of the 4.5's used hitherto. They had been fired at Tytam camp, and according to the report of their instructor in gunnery, the results were fairly satisfactory.

For the second time, and the second year in succession the Artillery Company had succeeded in winning the Efficiency Cup (applause). The Efficiency Cup was awarded to the unit which secured the highest percentage of men attending the necessary number of drills, firing their musketry course, attending camp, and attending the G. O. C.'s inspection. Out of 30 men only one failed to qualify for efficiency (applause).

The Engineer Company had also had a successful year. They had succeeded in winning the Musketry Cup and the Reconnaissance Cup (applause). In camp the field section carried out practice in bridging and other work, and the signal section secured radio telephonic communication with Shatin and Taiipo. He, (the speaker) had tested that communication for himself and he could assure them that it was clearer and more audible than the ordinary telephone. (laughter).

The light section had been somewhat depleted in numbers, owing to the fact that they were given to understand that searchlights were a "wash-out." Since then, however, they seemed to have become fashionable again (laughter) and he therefore hoped they would be able to welcome more recruits to this very interesting branch of the Engineer Company. There were in the colony a number of senior men who belonged to light sections during the war, men who were acquainted with the running of the engines and lights, and who in the case of emergency would come forward again.

Mounted Infantry.

The Mounted Infantry had been handicapped by the chaos in China,

FUNERAL.

LATE MR. F. E. MARTIN.

The funeral of the late Mr. F. E. Martin, Chief Officer of the S.S. Leung Kwong took place at Happy Valley Protestant Cemetery last evening, the interment ceremony being conducted by the Revd. T. Waldegrave of the Sailors' Home. The chief mourners were Master L. A. Martin, the son of deceased, and Miss B. Gandall, sister-in-law. Those who followed the cortege included Messrs. E. Manning, A. W. Hill, T. Williams, J. Yeo, H. Watt, R. C. Wilson and W. Spanton.

Wreaths were sent by widow and son, Mrs. L. A. Sutton and Miss B. Gandall, (sister-in-law), Mrs. Gobbin, Revd. Waldegrave, Messrs. R. C. Wilson, A. W. Hill, T. Williams, E. J. Manning, Mr. and Mrs. Spanton, Ah Chan, Yam Sin and other Chinese friends; Eastern Scotia Lodge, Naval and Military Chapter and office and staff of the Missions to Seamen.

Supply P. O. Best.

The funeral was carried out at Happy Valley last evening, of Supply Petty Officer George Best of H. M. S. Mantis, who succumbed subsequent to an operation on board the hospital ship Maine yesterday morning.

The deceased came down from Canton a fortnight ago, suffering from kidney and eye trouble and was considered to be making good progress, but early yesterday morning he suffered a relapse and passed away. He leaves a widow and one child, residing at Torpoint, Cornwall.

The funeral was carried out with full Naval honours, the coffin on a gun carriage being drawn by men of the 'Titania', with a firing party under an officer from H. M. S. Verity. The chief mourners were Naval ratings of the same branch as deceased, drawn from ships present in harbour. The band of H. M. S. Hermes played the dead march on approach to the cemetery, while the cortege was made up of ratings from the fleet under the command of a Lieut. Comdr. from H. M. S. Titania.

The Revd. G. Hewitt, conducted the funeral service and wreaths from the Accountancy Staff of H. M. S. Tamar and Tamar II and the Naval Yard Police were sent.

which had resulted in a shortage of ponies. He trusted that the Jockey Club might be able to assist in that respect. He was sure, he added, they could rely on the good services of that prominent steward, who was with them that night, Mr. White (applause).

The Armoured Car and Mounted Infantry Companies had carried out successful work in training with the Motor Machine Gun Company during the last training season in the New Territories. The bad times they had been through had prevented them from obtaining the required second armoured car and motor cyclists for machine guns, but they had hopes for the future.

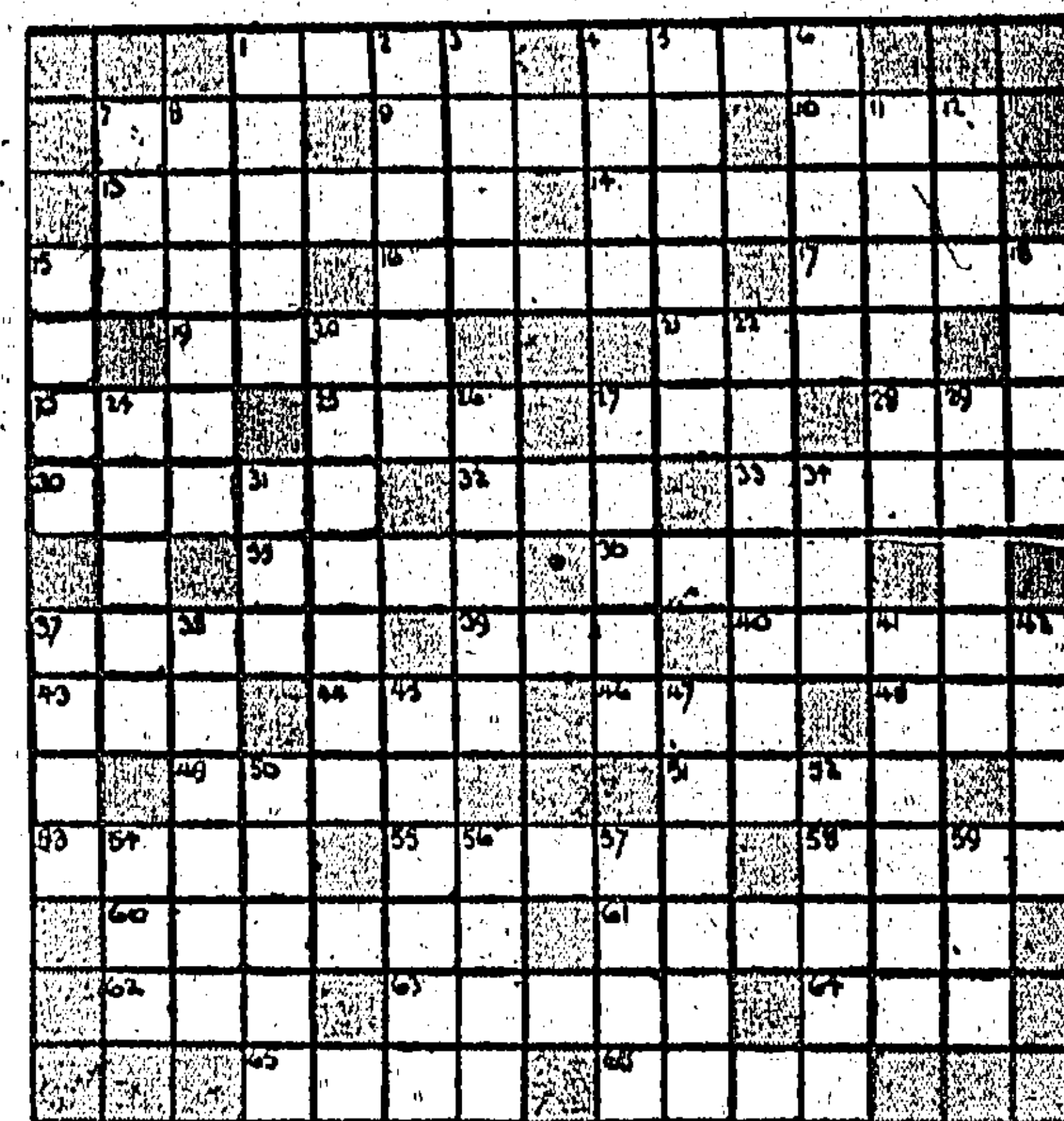
During the present season the Infantry and Scottish Companies had trained with Vicker's guns to compensate for lack of numbers, but the organisation of the platoons had not been altered.

Portuguese Company.

The newly formed Portuguese company would be trained as an infantry company with rifle and Lewis gun sections. There was also being formed, in connexion with that company, a band of Portuguese musicians over 30 strong (applause). Mr. Fitzearl, the band-master of the K.O.S.B.'s had kindly taken them in hand and under his able direction, the speaker said he felt sure they would develop into a first class band.

Their thanks were due to Col. Russell Brown, Col. Comyn, and Lieut.-Col. Russell, and all officers in those units who had assisted during the past season (applause). (Continued on Page 3.)

OUR CROSSWORD PUZZLE.



Across.

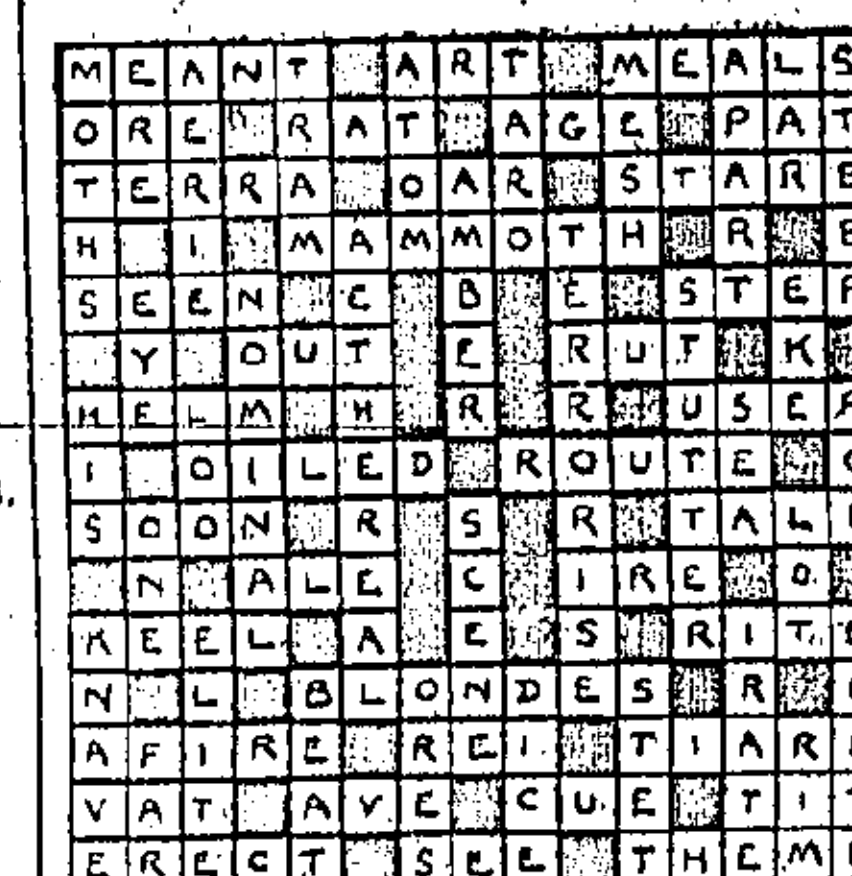
- 1 Shoulder covering.
- 4 Two constellations.
- 7 Pole.
- 9 Elevate.
- 10 Book of Rider Haggard's.
- 13 Astonishes.
- 14 Movable festival.
- 15 Store.
- 16 Fruit (Plur.).
- 17 Therefore.
- 19 Bone of the forearm.
- 21 Essential to rowing.
- 23 Tavern.
- 25 Organ of vision.
- 27 Conclusion.
- 28 Consume.
- 30 Whole.
- 32 Loose.
- 33 Quantities in general.
- 35 Enclave.
- 36 Mountain lake.
- 37 Kingdom.
- 39 Hebrew measure of capacity.
- 40 Weird.
- 43 Silly fellow.
- 44 Wager.
- 48 Demand.
- 49 Gense.
- 51 Egyptian goddess.
- 53 Always.
- 55 Board ceiling in a mine.
- 58 Became repentant.
- 60 Wrathful.
- 61 Teachers.
- 62 Masticated and swallowed.
- 63 Town in Upper Egypt.
- 64 Used in fishing.
- 65 Word written on printer's proofs.
- 66 Information.

Down.

- 1 Creep.
- 2 Paid before.
- 3 Comfort.
- 4 Employer.
- 5 Basis for any opinion.
- 6 Flying mammal.

- 8 Sum.
- 11 Frameworks for candles in church.
- 12 Unit of work.
- 15 Long cut.
- 18 Grain.
- 20 Chinese Lotus.
- 22 Oration.
- 24 Short letters.
- 26 Chose by ballot.
- 27 More than.
- 29 Protecting power.
- 31 Without exception.
- 34 Single.
- 37 Tax.
- 38 Aver.
- 41 Act of scraping.
- 42 Managed economically.
- 45 Shoulder of a bastion.
- 47 Large fish found in the Danube.
- 49 Personal plants.
- 52 Instruments used in laundries.
- 54 By way of.
- 56 Dirty person.
- 57 Famous college.
- 59 Established (abb.).

Yesterday's Puzzle.



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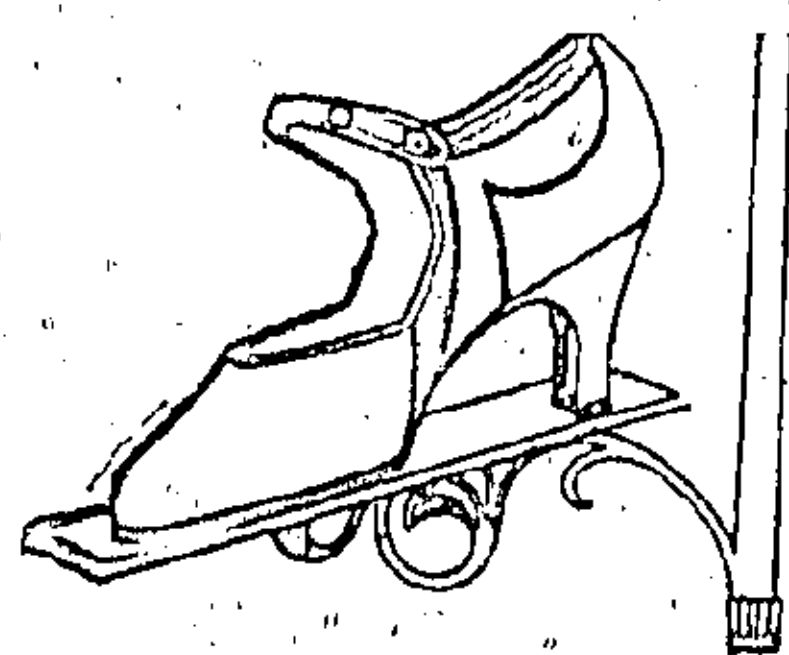
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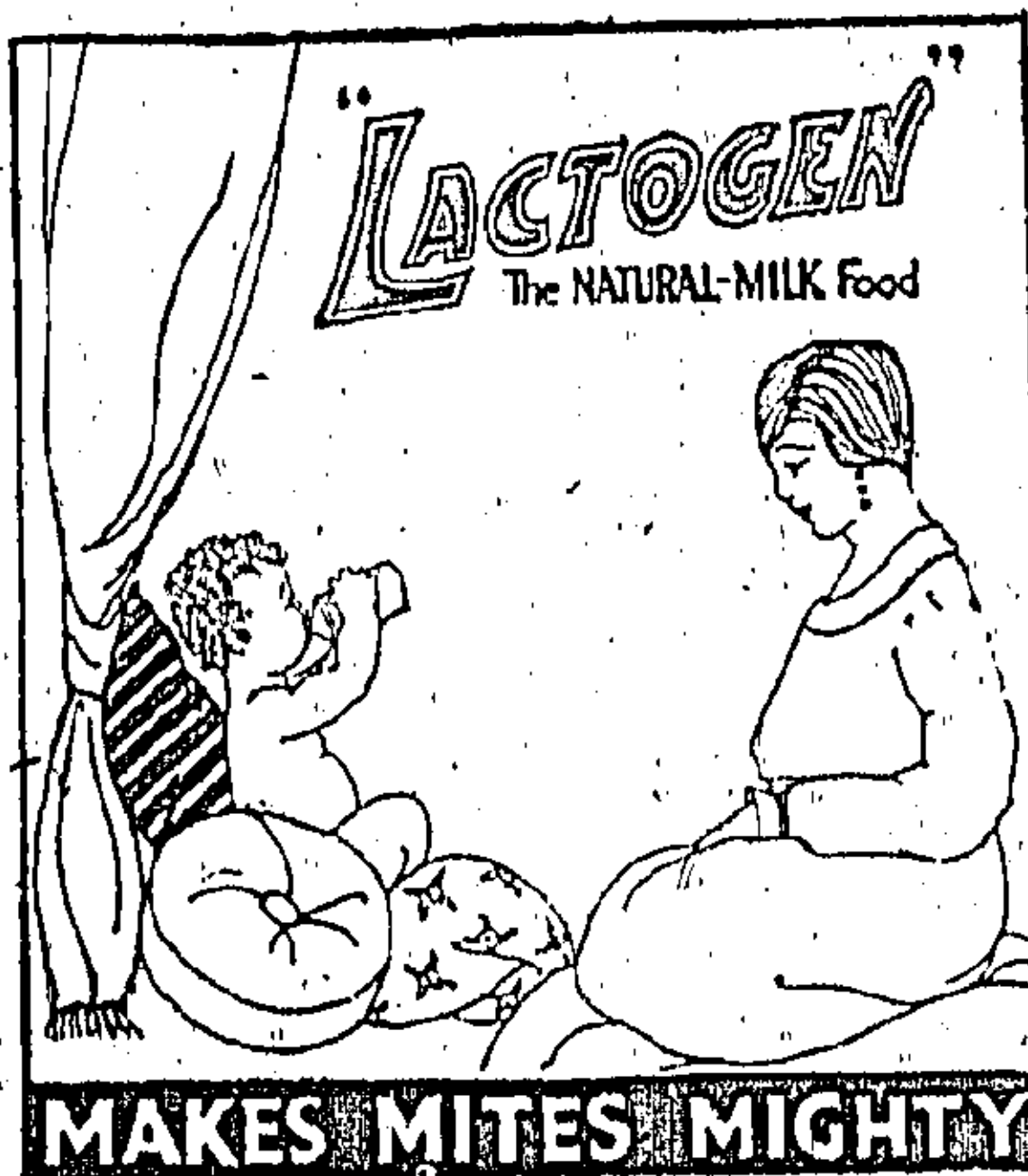
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FRECKLES AND HIS FRIENDS



Who? The Pencil or Oscar?



By Blesser

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GUARANTEED ABSOLUTELY PURE.

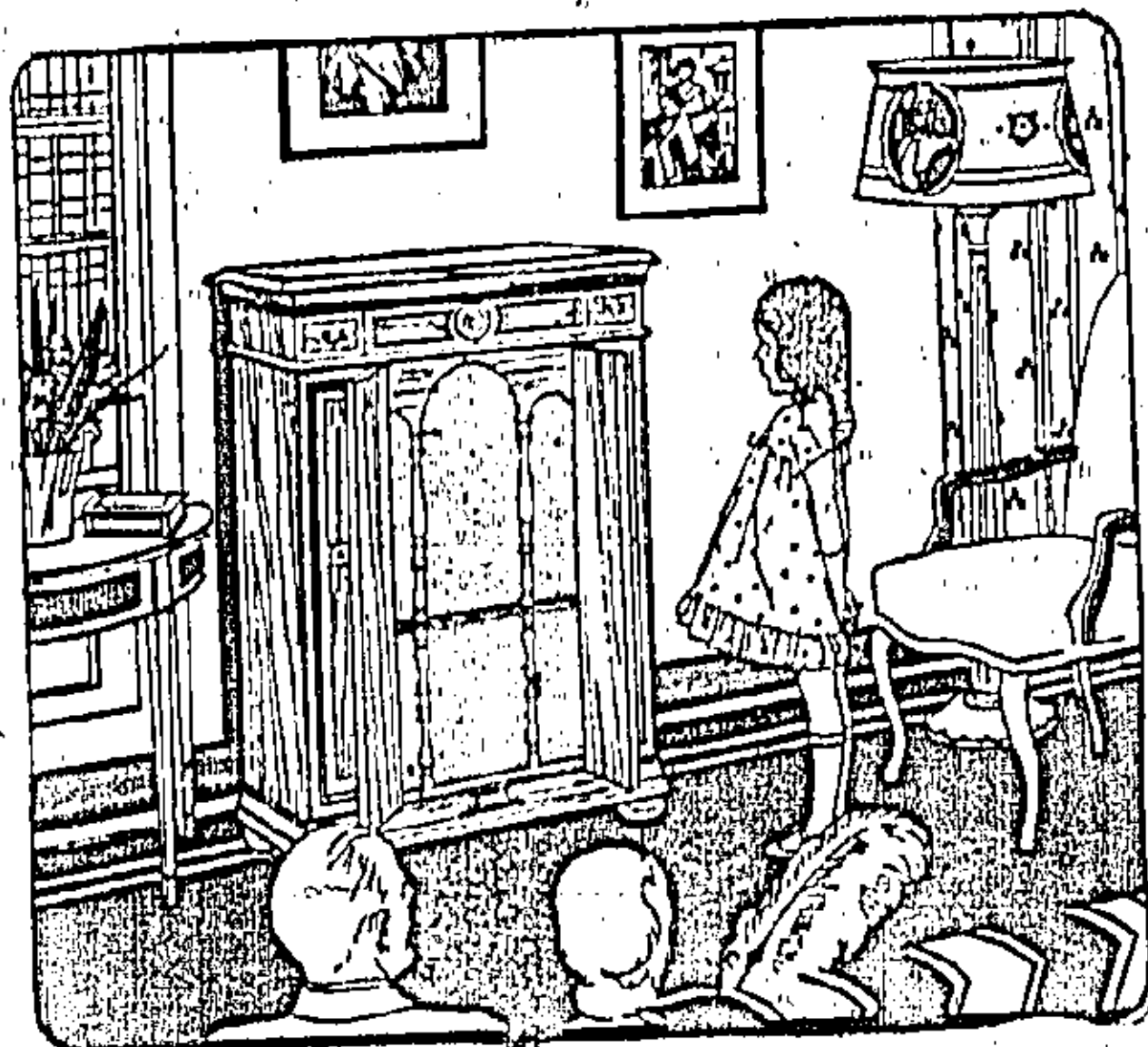
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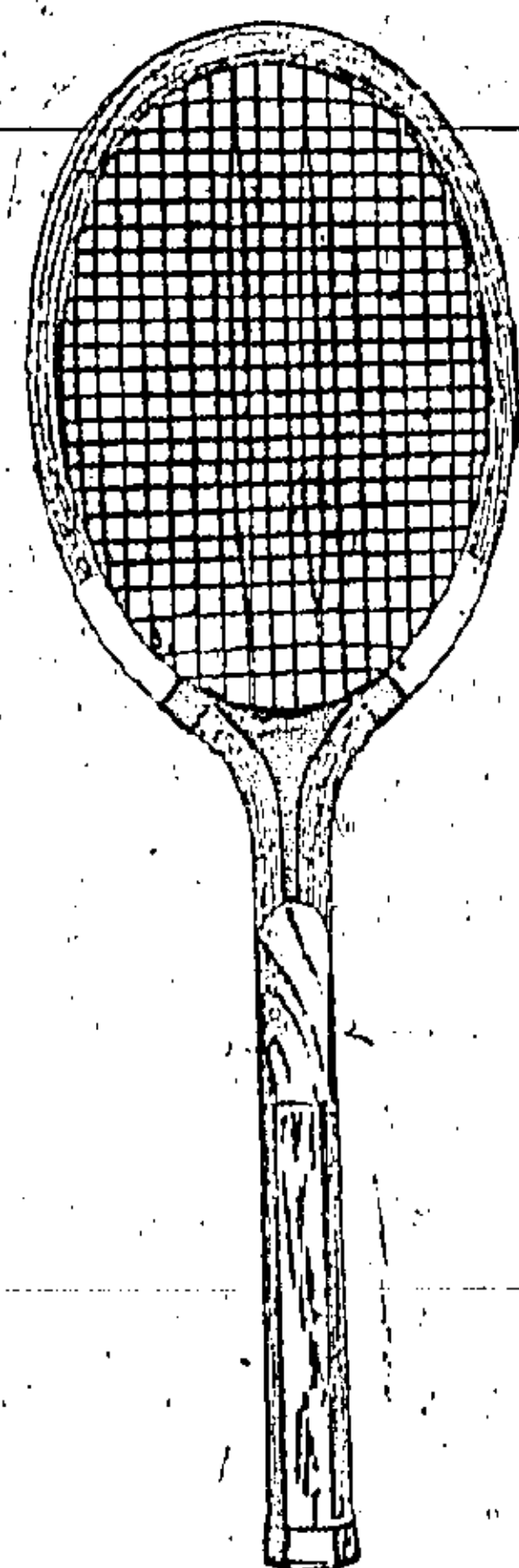
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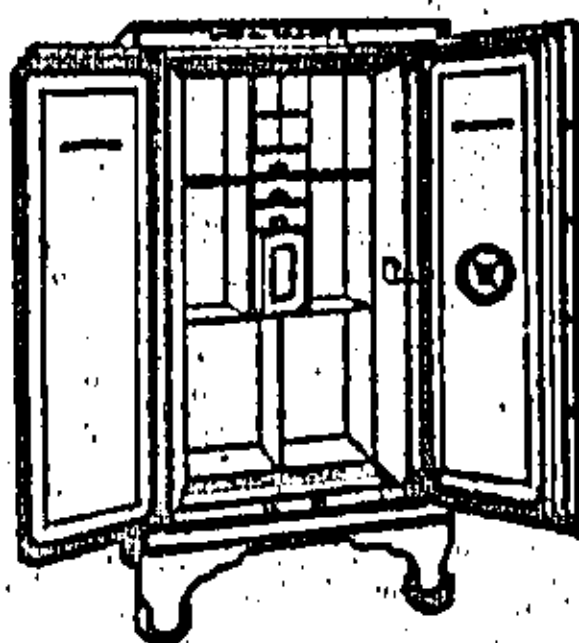
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WEIGHTS FROM 12½ oz.

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DEATH.

RODGER—On Monday the 8th May, At Kinn, Argyllshire, Mary, the beloved wife of Alexander Rodger, late of The China Sugar Refining Co., Ltd.

The
Hongkong Telegraph.

SATURDAY, MAY 14, 1927.

TRADE UNIONS BILL.

In connexion with the Trade Unions Bill, which has passed its second reading in the House of Commons, we notice by the latest newspapers arriving from Home that a great many of the leading Liberal statesmen of the country agreed that, although there were obvious anomalies in the law relating to trade unions and strikes, the Conservative Government made a tactical error when it decided to bring in a Bill to remedy the position. We have, in previous comment, in this column, shared the view that it was a mistake for the Government to introduce the measure, "although we recognise that the law needs clarifying. With regard to the actual provisions of the Bill it would appear that there is much weighty opinion in favour of the view that some of these provisions are bad." We notice that both Sir John Simon and Lord Grey have contributed letters to the *Times* on the subject. Sir John Simon asked why, if a strike is now to be made illegal because it is designed to coerce the Government or to intimidate the community, is a lock-out, designed for the same purpose, not equally illegal? If the test of illegality depends on whether a strike (a) aims at more than the furtherance of a trade dispute within the strikers' trade or industry or (b) is designed or calculated to coerce the Government, &c., is not the first condition likely to provide a fresh incentive to wider amalgamations? Sir John Simon asks these pertinent questions because, "when draftsmen sit down to formulate general propositions, difficulties emerge, and it is no good introducing legislation to declare the law if more obscurities and difficulties are thereby occasioned. And if the Government Bill, however well-intentioned, could be plausibly suspected of dealing with wage-earners while leaving employers alone, its effect upon the campaign for industrial peace would be simply disastrous." In

his judgment the whole Bill is a most serious menace to industrial peace, and the formal inclusion of employers' organizations in Clause 1 would make little real difference to its character.

Lord Grey's admirable letter goes straight to the root of the matter. After the troubles of last year, there has been a reversion to reason. "An extremist leadership had been discredited. The advocacy of class war was flagging or falling in effect. Things that grew in an atmosphere of reason were making progress. The policy of the Government will check all this and will give an impulse to things such as class war, which thrive in an atmosphere of passion.... The policy of the Government has turned opponents into allies of extremism and the more severe the struggle over the Trade Unions Bill the more difficult it will be for the moderates to disentangle themselves again from the extremists. It can hardly be denied that these are the consequences of the Trade Unions Bill." On the other hand, Lord Grey asks what is going to be gained by the Bill? "High authorities declare that a general strike is already illegal. The Bill will confirm that, but a general strike is an attempt to override law," and "direct action to coerce the community can be met only by direct action on the part of the community. If these views are well founded," concludes Lord Grey, "there will soon be a general recognition that the introduction of this Trade Unions Bill has been a huge mistake. It is not easy to see how the Government and the country can get out of the mess unless it be by the troublesome method of a General Election, but the first step is to recognize definitely that the mistake has been made, how great is the magnitude of it, and how disastrous the consequences may be." Lord Grey has rendered a great public service by this plain speaking.

The London Raid.

There are many points of similarity in the raid at London on Soviet offices and the action taken at Peking and Shanghai recently. In the London raid, however, there has been no violation of diplomatic premises, as was possibly the case at Peking, and great care was even taken that no interference occurred in the rooms reserved for the trade delegation, which are held to enjoy diplomatic immunity. So far, it is not known whether anything sensational has been discovered among the documents and other papers and records seized, but no doubt there will be much of interest disclosed in due course. Scotland Yard must have acted on very good grounds, and the fact of an attempt being made to burn certain papers is sufficient in itself to indicate that there was something to hide. Until further news comes through, and indeed until the mass of documents has been thoroughly sorted and where necessary, translated and decoded, it is impossible to make more than a brief comment on the affair. The chief point is whether this incident will have a repercussion at Moscow sufficient to give rise to permanent estrangement between the British and Soviet Governments. Protests, and ravages, we can of course expect, and the Communists in Britain may be counted on to side with their Russian comrades. Knowing the care that the British authority always takes not to tread unnecessarily on others' corns, sometimes with unduly meticulous concern, it may be taken for granted that nothing short of the certainty of subversive propaganda, on a dangerous scale, would have led to sanction being given for the raid. It should be easy, therefore, to justify the London action in every particular, and those who are on the side of stable, sane government, will welcome this evidence of a determination on the part of the Home Government, despite risks of diplomatic "incident," to scotch any seditious activity in the country before it can advance beyond easy control. Further developments will be awaited throughout the Empire with the greatest interest.

A further twelve male bodies from the Leung Kwong wreck were washed ashore at Capulsun yesterday. They were picked up and taken to the Kowloon Mortuary for identification.

DAY BY DAY.

THE EVENING OF LIFE BRINGS WITH IT ITS LAMPS.—Joubert.

Mr. Eric William Hamilton has been appointed Deputy Clerk of Councils.

The P. and O. s.s. "Khyber," from Hongkong, arrived at Marseilles on Thursday.

Three cases of enteric fever, and one of cerebro-spinal fever, all Chinese, were reported yesterday.

The name of The Wa On Steamship Company Limited, has been struck off the Register.

It is Gazetted that H.E. the Governor in Council has proclaimed that Haiphong is a place at which an infectious or contagious disease may be spread.

An Chinese employed at a godown in Connaught Road, West, while talking to a friend yesterday, suddenly collapsed and died.

The rules relating to liquor licences in the New Territories (except New Kowloon), made by the Governor in Council in March last have been amended.

The weather forecast issued by the Royal Observatory for the period ending at noon to-morrow, is: Light, variable winds; fair generally.

It is notified in the *Gazette* that, at the expiration of three months, The Tai O Kai Fong Fook On Ferry Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved. A similar notification appears respecting the Pandora, Limited.

It is reported in the vernacular press that there is a shortage of engineers and locomotives on the Chinese section of the Canton-Kowloon railway, which necessitates the cessation of the express service. It is hoped matters will be normal in ten days for so.

The vernacular papers report that a Chinese girl was detained at the Kowloon railway station with a Chinese whom the Police believed to have forced the girl into marriage. Questioned by the Secretary for Chinese Affairs, she denied coercion, and the man was released.

In the programmes of the Star Theatre for Saturday and Sunday at 9.30 p.m. only the "Desert Rats," Club and Radio Entertainers, will give a short performance, featuring old time songs and melodies. Mr. R. C. Garstang, burlesque, Mr. T. Brodie, tenor and Mr. B. W. Robie, piano-accompanist, are the artists.

The Standard Oil Company have performed a useful service in distributing copies of the China Seas Storm Signal Code, including the local typhoon code, taken from the *Gazette*. With the booklet is a handy map with a convenient parchment indicator, movable to show probable wind direction from any typhoon.

While standing on the water front outside the Harbour Office, a Chinese carpenter living at the Tong Fong boarding house, Connaught Road Central, had stolen from his right hand jacket pocket money to the value of \$200, and two drafts on the Hongkong and Shanghai Bank for \$600. The drafts have been recovered, and one arrest has been effected.

Four Chinese youths were charged before Mr. R. E. Lindseil this morning with playing football in Queen's Road West near the Government Civil Hospital. A telephone complaint from the Government Civil Hospital to the Central Police Station brought four Chinese policemen to the scene and they arrested the four defendants. Three of the youths were fined \$3.00 each.

According to a local vernacular paper, \$1,000 worth of gold coins and bank notes, found on the person of a pickpocket who was arrested a few days ago on the Tung On Wharf, has been returned to the owner, a Chinese merchant who came back only recently from the U.S.A. He lost his money, but did not report the case to the police.

The Kowloon Fire Brigade received a call about four o'clock this morning to a taxi which was on fire outside the Pun Toi Hotel in Nathan Road. The outbreak was caused by a petrol leakage, and the spirit, escaping to the road, resulted in a brief but fierce blaze. The driver's seat of the taxi was badly burned but the remainder of the body and engine were undamaged.

ON THE TRAIL TO SANTO TOMAS.

Where Nature Unlocks The Soul.

One had lived amidst the evidences of nature's dominance over mankind, and even the shaping of his destiny, for very many years, without realising what it meant to be alone with soul unbarred before the mighty powers of the Creator. That was the impression after a visit to Santo Tomas, in the north of Luzon, where the traveller can halt in an infinite peace, and feel himself perched at the very roof of the world. It is uplifting to anyone, it must be, to those with that sensitive-ness to natural surroundings which exists among some of us, and there is a likelihood of awe, and primitive fear, at the vastness of the prospect. This a mere twenty-four hours, on the top of an almost isolated summit over 8,000 feet high, gives to the constant dweller in commonplace environs.

The trail to Santo Tomas may be tackled in various ways. We set out on foot; but half the journey from Baguio can be done by car, and there is also the hardy, though diminutive Philippines, though available for those who do not mind risking a sudden descent over a precipice. It seemed a shame, at least, to place one's eleven stone astride an animal weighing hardly more itself, and after all what better way to see the panorama of the creation than by a leisurely journey on one's own legs?

But the last seven kilometres of the fifteen are steep, and there are bellows to mend at intervals if the pace be pushed to extremes. Four hours is a good average for the trip by walking, though it is best to allow five, and not be out of breath unduly.

Yet who can deny that, once the goal is attained, it has been well worth the most strenuous effort?

On the way up, passing through the pine forests, there is the most delightful odour of freshness in the atmosphere, the zest of health-giving exercise in a region free from the contaminations of civilization's appanages, such as smoke and automobile-raised dust and fumes, which are all too apparent in Baguio, lower down. The vistas of scenery are superb, and it is a task to tear oneself away from some special prospect—a poem in hill and dale, maybe—when time presses, and the hour of dusk is approaching.

Mostly one is alone, but there is sure to be an occasional meeting with some of the primitive people of these hills, the Igorots, clad still in the aboriginal costume of extreme simplicity. There is usually a smile or even a cheery greeting in English or Spanish from those of the men who have been in contact with the advanced semi-civilisation of the present regime, which sends them to school, and teaches them the Charleston if they desire it; but the women for the most part are silent, with a becoming modesty, or even so shy as to cover their faces on "the approach of the stranger."

And if these hill folk tell of the distance from the city life that one has grown to dislike, the wilder life of animal, bird, insect, and plant brings closer that sense of the all-pervading natural law, where man has but a small say, and existence goes on as it did, maybe, a thousand years ago.

Here and there one stops to exclaim at familiar items that carry the mind back to scenes in the long ago, with some of us perhaps so long back as to twang the chords of memory to a melancholy note. Of such are the occasional discoveries of wild strawberries, and beds of white violets, for all the world as if they had been transplanted only yesterday from an English country lane. But higher up, when the pines have given place to mountain oak, one stumbles across an orchid, a fairy-like feather bloom of pure white; and a stunted bamboo, a crimson begonia shrub, growing side-by-side with a thistle clump, remind one that here is the tropics, merging, by virtue of altitude alone, into a temperate climate.

And finally, with hunger whetted, and with a mellow light telling of the approaching sunset, one arrives at the top, and suddenly the resthouse looms in view round the bend in the ascending track. It is built on a small plateau, a saddle between two hillocks, on one of which there is a matting kiosk, with benches, at the highest point, where the outlook is obtained.

They were expecting us at the resthouse, and while the evening meal was being prepared, an ad-

jourment was made to Outlook Point for a view of the setting sun.

"Somebody who was there before us, an American teacher on vacation, had written in the visitors' book that he who had not seen the sunset or sunrise from Santo Tomas, had not seen the Philippines. And that was hardly exaggeration. The sunset was glorious. To see the wonderful medley of colours, the glow of reds, oranges, purples, and pinks and greys in turn, was to wonder whether any artist born could catch the ever-changing tones in time to make of them a record for posterity. It was a sunset that one never expects to see the like of again, unless it be from the same spot. My companion was silent for many minutes, and later he scribbled the following verse on the back of a *Literary Digest* that someone had left behind,

Alone, on Santo Tomas, peace comes flowing
Like balm to fill my soul with ease anew,
Yet, breeze from out the ocean softly blowing,
And red sun slowly sinking from my view—
Why must they set old memories aglowing?
Why do they turn my thoughts again to you?

So over the meal of fried chicken, country-grown potatoes, and a custard pudding that the Filipino woman resthouse-keeper had prepared, we decided that the visit had been amply repaid already.

But what would they know of sunsets who only sunsets know? At five, when the cold, morning wind, was the time to get up and see the sunrise. We were up to cockerow shortly before that, and clambered to the outlook, where blackbirds were already stirring turning over the leaves on the path for snails lurking beneath. The faint glimmer of the false dawn was just sufficient to show that wild rhododendrons, with small red blooms, were growing in abundance here, and, with masses of fern and various shrubs, appeared to form the very base of the limited piece of ground on which we stood.

As the sun actually rose, there came to view more and more of the surrounding landscape, and presently one of the wonders of the world was revealed. It seems so prosaic to write about the experience afterwards, for it was an hour when one actually stood alone with the Creator, and nature must have unlocked one's soul.

For a space, there was a feeling of real physical awe on looking to the vault of heaven above, just tinged with pink amid the pure, cold blue, in which was never a cloud. The golden sunrays to the east, peeping over a mountain range at a lower elevation, threw the China Sea on the other side into a greater shadow. One actually stood, nearly five times the height of the Peak at Hongkong, at the very summit of the surrounding territory, and it might have been that one stood on the very roof of the world, so absolutely detached was the sensation that persisted. It was a time for baring one's soul to the processes of thought—and happy he who could, in that moment of being alone with his Maker, see nothing more in that inward searching than a few spots of discolor fallen there in the past. Presently, the orb of day actually over the distant hills, Santo Tomas peak was thrown in shadow on the mists to the west, sharply defined, rising ghostly out of seeming nothing; a phenomenon of light and shade that is rare enough to be featured in the record of the trail, but of little account to those, like our amiable hostess, who see it, if they be minded to look, practically every morning.

Baguio caught the rays in time, and its buildings, and the twin steeples of its church, stood out like a model town of white stone in an exhibition landscape. With swift strides old Sol was upon us, and the cold wind having added zest to the occasion, we shortly returned indoors and tackled the substantial viands of our breakfast in a mood to do them full justice.

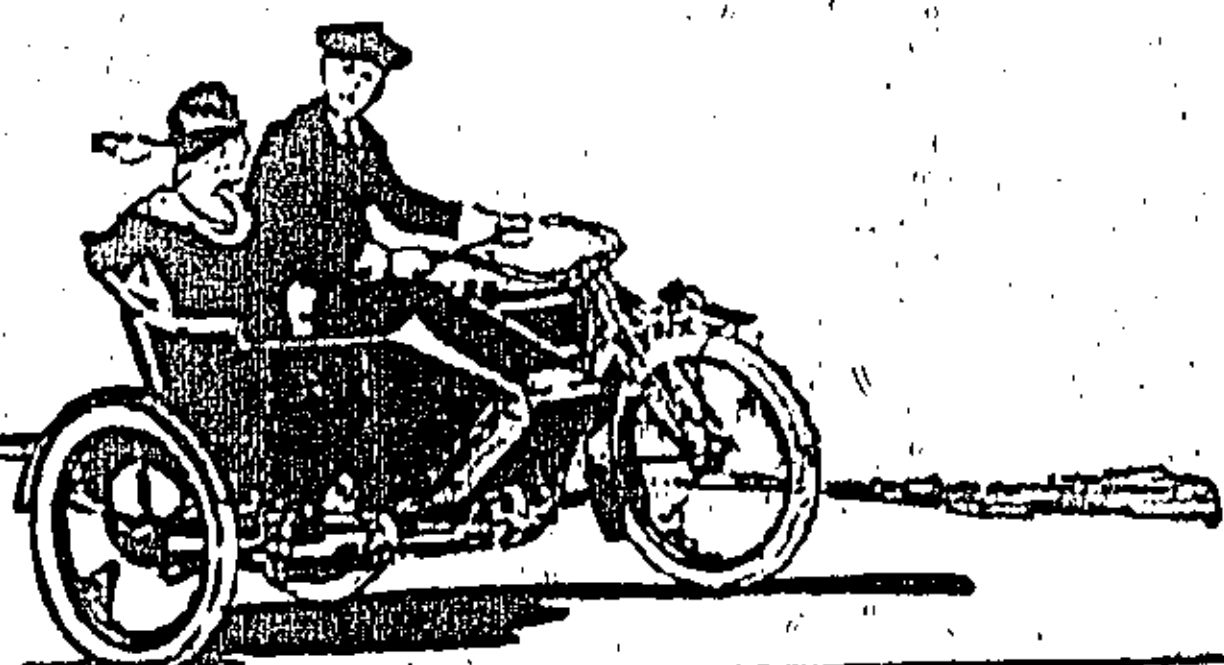
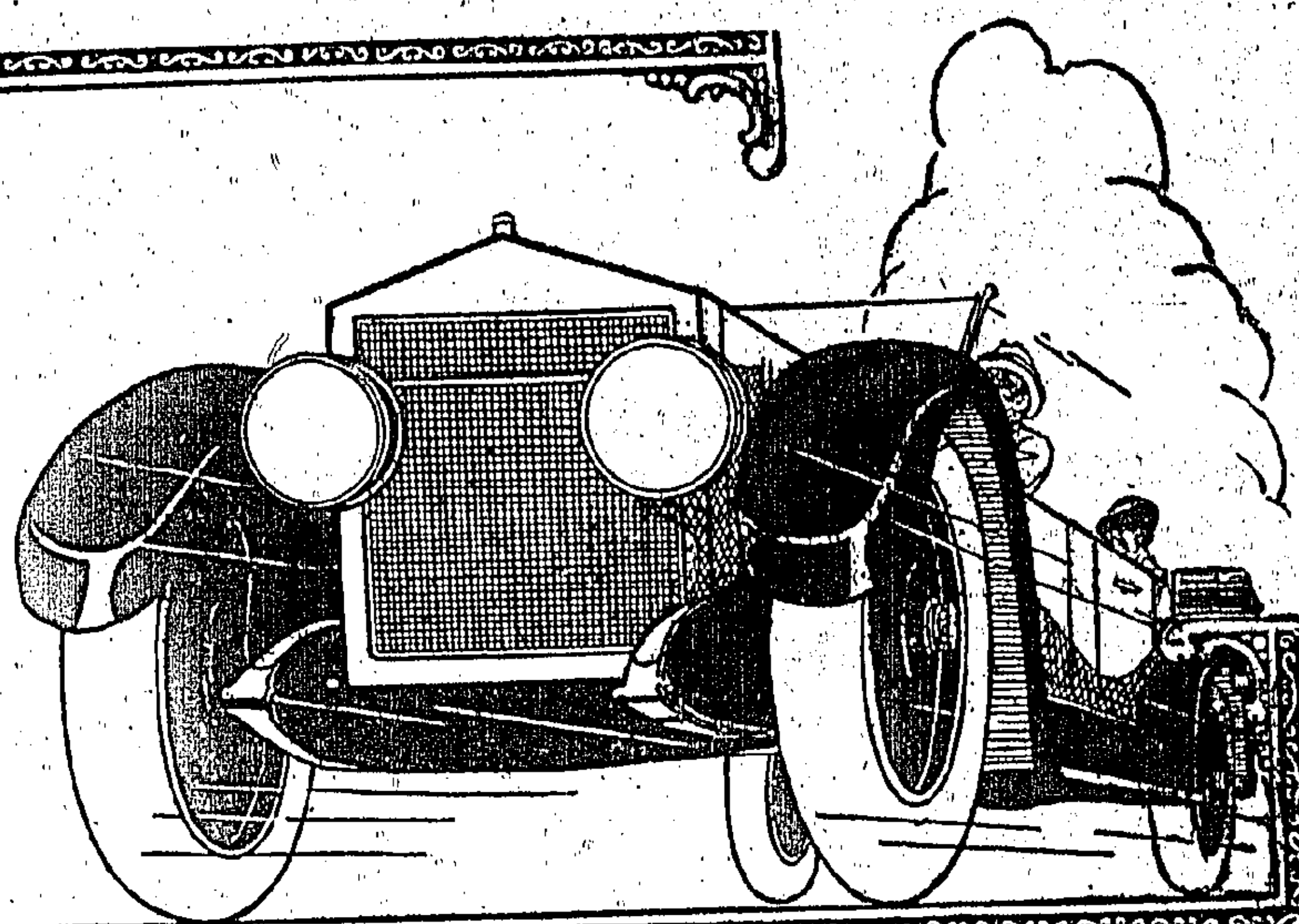
But there was less to say than at the evening meal. The spell of that wonder just seen was still on us. It had been the crowning glory of the Santo Tomas trail.

It is Gazetted that Gunner Charles Peake Anderson, M.C., has been appointed Second Lieutenant in the Hongkong Volunteer Defence Corps, with effect from 6th May.

A Chinese girl aged 17, residing at 11, Graham Street, first floor, who tried to commit suicide by jumping into the harbour from the Yumati Ferry Wharf yesterday, has been taken to Government Civil Hospital.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 14th MAY, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



New Members.

Since the last list was published, the following motorists have joined the Hongkong Automobile Association—

L. de Rome.
C. L. P. Sandes.
J. J. Paterson.
W. N. T. Tam.
W. Fiddes Wilson.
W. L. Drake.
G. Henderson.
E. W. Schramm.
J. T. Pym.
G. Davidson.

Motor Transportation.

The reports published of the Third World Motor Transport Conference held in New York in the early part of this year, make most interesting reading. The exchange of views on the progress of motor transport throughout the world, provide the most conclusive evidence of the power of the automobile to develop backward countries, and after reading the reports, one is struck with the backwardness of China. More than 450 delegates representing many countries attended the conference, and it was particularly noteworthy that the consensus of opinion indicated that the motor truck is proving a basic necessity in developing natural resources. In countries which have good railway systems, the motor truck is extending the range of territory around the rail-heads. In other regions it is opening up the country in sections which cannot economically afford railway construction, but can build roads for truck service.

In China.

The vast resources of China could be profitably exploited with the aid of motor transport, if only the present madness would give way to a reign of sanity. At the present time, Peking finds it cheaper to buy flour in Seattle and pay freight over, than to buy it from a district only a few hundred miles away, but separated by roadless tracts, bridgeless rivers and the virgin passes of mountain and the people who eke out a meagre living in such districts are robbed of the benefits which ordering and development would bring them. Throughout China there are thousands of square miles capable of agricultural development, but the unhappy people remain in poverty stricken because there is no system of organised transportation. If China is to awake from her commercial stagnation, roads must be built in order that the motor vehicle be given the opportunity to bring about the prosperity it has produced in other countries.

Peak Motoring.

During the week we heard the opinion expressed that such roads as Barker Road should be opened to motor traffic generally. It was mentioned that cars are seen on this thoroughfare occasionally, but

that they are specially privileged. This is certainly so, and although we see no objection to residents being granted permission to use the road for small cars in order to reach their homes, we should object most strongly to the suggestion that any such road in the Peak district be opened to motor-traffic merely from the pleasure aspect. The cars usually seen on Barker Road are making a call at the Victoria Hospital, and it is frequently necessary for the road to be used in this regard. To that there can be no objection, but that is a totally different matter when compared with joy-riding.

Public Hire Vehicles.

We have previously commented upon the objectionable practice of touting for passengers—as indulged in by some drivers of vehicles licensed for public hire. It has been suggested to us however, that encouragement should be given to respectable Chinese who have the enterprise to purchase a motor car as a means of making a living. The reader who takes this view, points out that taxis are not always available, and that the privately operated public hire vehicle is a facility much appreciated by the public. There is much to be said in favour of the contention, but it would appear to be advisable that certain stands be reserved from which such cars could be engaged, as such an arrangement would do away with the touting nuisance. The question of prescribed fare arises, but it would probably be better to leave that matter to be settled between the car owner and his fare.

Motor Horns.

A demonstration took place early in the week in order to determine whether a certain type of electrical horn should be permitted—the type which has been confused with police whistles. The Captain Superintendent of Police was present, and drove through the principal streets in a car which carried this type. It was decided that the horn could be allowed, but that a lower tone would be advisable, and it was the deeper sounding device which met with the C.S.P.'s approval. As a matter of fact, we are of the opinion that the most effective test is listening from a distance, for we have a distinct recollection of sending a reporter out of the office to investigate the frantic blowing of a police whistle, which subsequently turned out to be an electrical horn. As it approached, the shrill whistle effect gave way to a more powerful blast which, at close quarters, would not be confused with the usual police signal. At a distance however, the resemblance was likely to cause confusion, and as the car to which we refer proceeded on its way, the sound from the horn again corresponded with that of a police whistle. That particular demonstration was certainly convincing.

PACKARD PRICES.

Reduction Increases Trade.

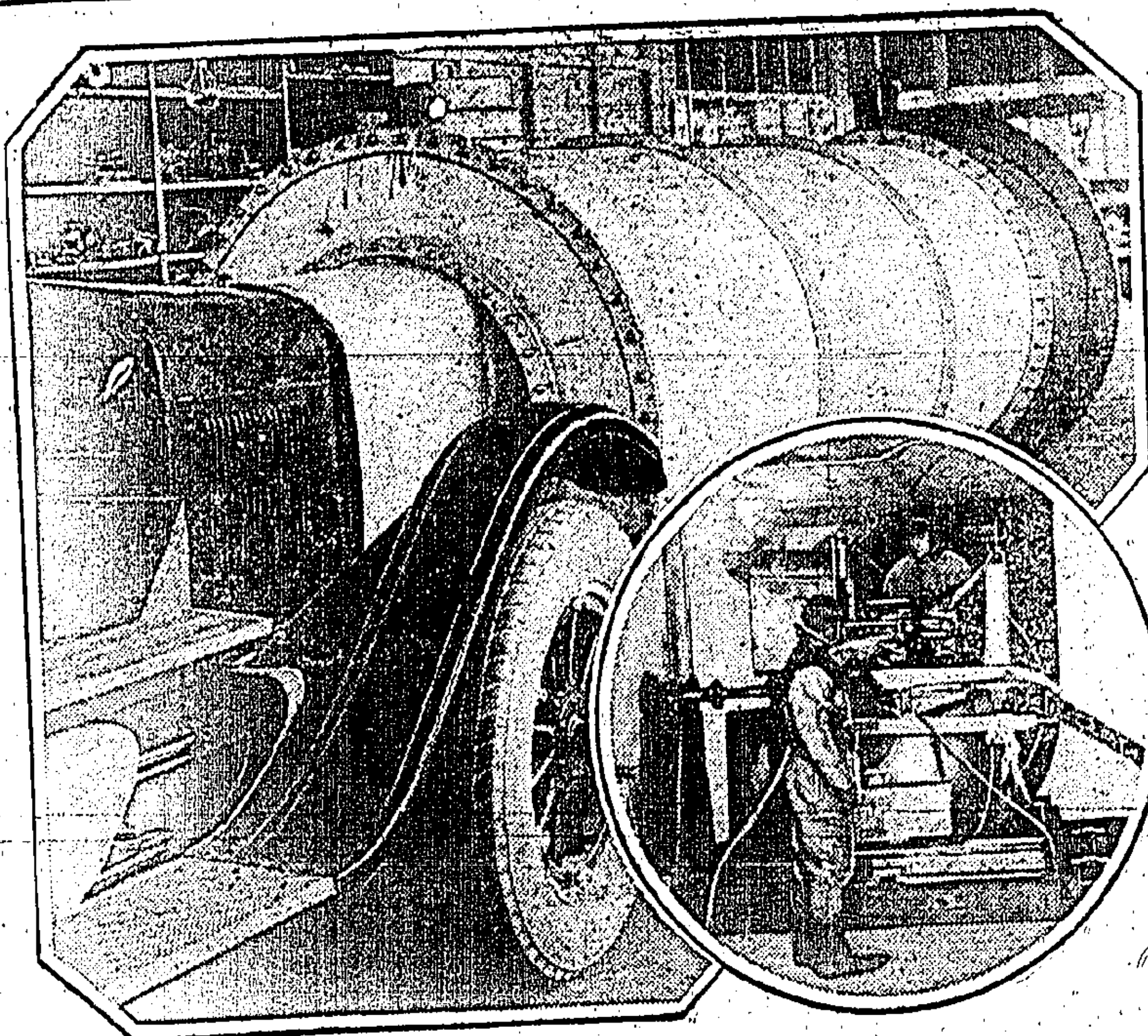
At the moment of going to press, we have received news of a considerable reduction in the prices of the Packard Six five passenger sedan, Packard Six phaeton and Packard Six runabout. Each of these popular models has been reduced by no less than G.\$450. Such a generous revision of price calls for an explanation, and upon making enquiries of the local agents, the Dragon Motor Car Company, Ltd., we were informed that there are two main reasons for such surprising news. Firstly, the production of Packard

cars has greatly increased owing to their world-wide popularity, and secondly, the factory has been considering building a special smaller model embodying the famous six-cylinder engine. After devoting much time to the question, it was decided to effect a drastic reduction in the prices of the three models mentioned above, thus offering motorists the choice of three existing models which have made an enviable reputation for general excellence.

The reduction became effective on April 1st, and as a result, there was an increase in sales of 246.5 per cent. in deliveries during the first ten days. This increase has been proportionately maintained ever since.

IMPROVING THE MODERN MOTOR CAR.

[For The Hongkong Telegraph by Israel Klein.]



The wind-tunnel, shown above, is set up to test the radiator and fan efficiency of the cooling system. A blower fan at one end rushes air into the car at the other. Lower photo is that of the cold room, where men in fur-lined aviation suits test motors in a temperature as low as 20 degrees below zero.

There isn't a part of the present-day automobile that engineering experts consider perfect enough to absolve it from further research and improvement.

The engine and the fuel system are getting the most attention to-day. But every other part of the car, from the transmission in the rear to the paint on the body, has its problem with which the engineers are contending.

An average transmission is set up, with a slight change based on calculations and ideas of the engineer to make it a sturdier and more workable mechanism. It is attached by means of a shaft to a dynamometer, a motor which runs the transmission at a definite speed, as required by the test.

The transmission is kept going until it breaks down. That is called a life test. On the figures obtained—the mileage as recorded by the dynamometer, the amount of oil needed for lubrication, and the wear on the gears—engineers base their design for a better mechanism.

An Engine Test.

Rear axles are varied slightly and put through a life test, being run by the dynamometer until they break under the strain. So are gears of all kinds, crank-shafts and entire engines.

A stock six-cylinder engine is run day and night at a speed of 2,600 revolutions a minute, until it breaks down. That's almost twice as fast as its speed under ordinary conditions. It's so fast that the exhaust manifold is red hot and the block is vibrating under a terrific strain.

The test is to see what happens to the valves when the engine runs at this high speed. From the results may come a new valve design, or a new valve arrangement, to enable the engine to take higher speeds and greater loads without effort.

The amount of power or efficiency lost through the transmission is another problem for the

engineer. When he discovers this he'll try to design a transmission that will be less wasteful.

Search for Efficiency.

So the engineer puts a transmission between two dynamometers, one driving it and measuring the input, the other being driven by it and measuring its output. The difference measures the efficiency—or inefficiency—of the transmission.

The entire car at times is given a dynamometer test to discover the amount of vibration or a number of other details about its running behaviour. In this case, the front or rear wheels are run over a pair of drums driven by a dynamometer, and the rest of the car is chained down.

Whatever is sought is recorded by apparatus designed for its special use.

Brakes are tried out in a special garage. Engine fans and fan belts are subjects of experiment. An engine and radiator are placed before a special wind tunnel to discover the radiator and fan efficiency in cooling the motor.

After Noise and Vibration.

The slightest detail for improvement isn't overlooked.

One of the most delicate tests being conducted to-day is the search for the sources of vibration and noises in the car. For this search, the engineers enlist the services of a special radio amplifier, built so as to dampen its own vibration and record only those of the engine or automobile.

The tubes are placed in rubber mountings, suspended freely, and they are covered with heavy layers of tape. Four stages of audio frequency are used, after the microphone picks up the faintest of sounds to be recorded.

In the same laboratory, electrical engineers work with 220,000 volts in order to discover the vagaries of the low voltage in the auto's ignition system.

A large dark room is used for the testing of headlights under conditions of the road at night.

Cold Weather Indoors.

Cold weather conditions are simulated in a room that can be brought down to as low as 20 degrees below zero. In there a car can be attached by belt or chain to a dynamometer outside the room and run for various cold weather tests.

Or an engine is placed in the room, attached to the dynamometer and tested for freezing, or for crankcase oil dilution, or for any of the other cold weather difficulties that face engineers to-day.

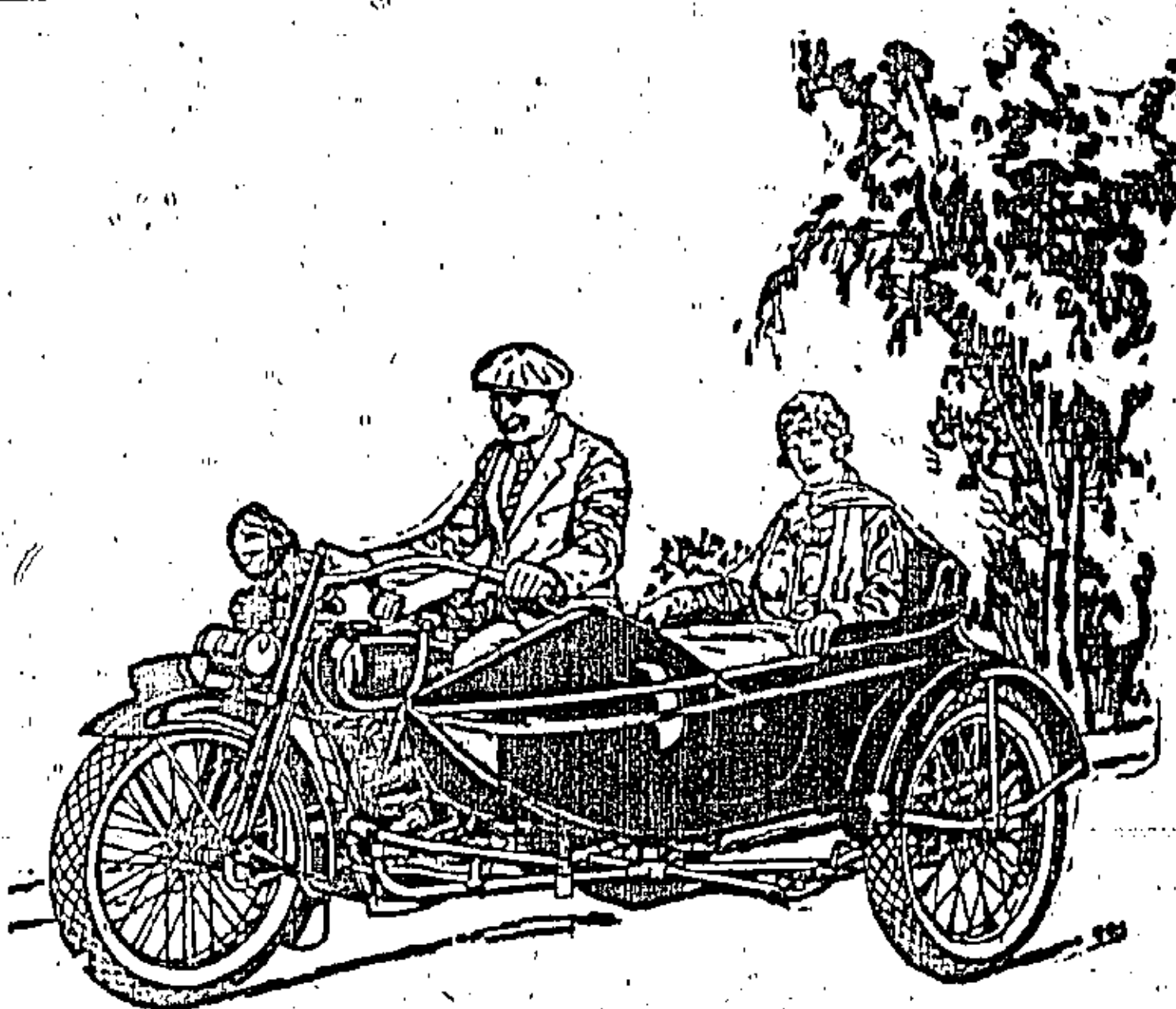
A rubber laboratory has for its purpose the design of rubber engine and chassis mountings and other uses of rubber to make driving easier.

Methods Also Improved.

An electroplating laboratory is now being devoted to the study of chromium plating of bright surfaces, such as radiator shells, door knobs and so on. Chromium is one of the hardest metals in existence, is rust proof and durable. It is now being tried out for automotive use.

Research goes even into improvements of manufacturing methods, in order indirectly to improve the car. Therefore, one research laboratory includes an experimental foundry where foundry methods are studied, where accurate methods for testing coke and iron are sought, and where the properties of new materials are uncovered.

The work of the automotive research laboratory is so tremendous and so varied that it requires a shop of its own where parts are made to the special design of the engineers. In a shop like this an entire experimental chassis, including all but the body, can be built.



ANSWER THE CALL OF SPRING— DO IT WITH A HARLEY-DAVIDSON

Get Astride a Harley-Davidson motorcycle and let it carry you with the velocity of the wind, if you wish, over winding, shaded roads to the beauty spots of nature.

Know the joy of having in control power that will propel you and your mount over steepest hills without apparent labour, ride slow, ride fast, as you will, as the mood moves you. Travel trails impassable to automobiles, see the out-of-the-way unique spots.

The joy of such sojourns is not limited to the wealthy, man only. It is within reach of every man with an income.

Dependable, economical and highly enjoyable transportation can be yours if you own—

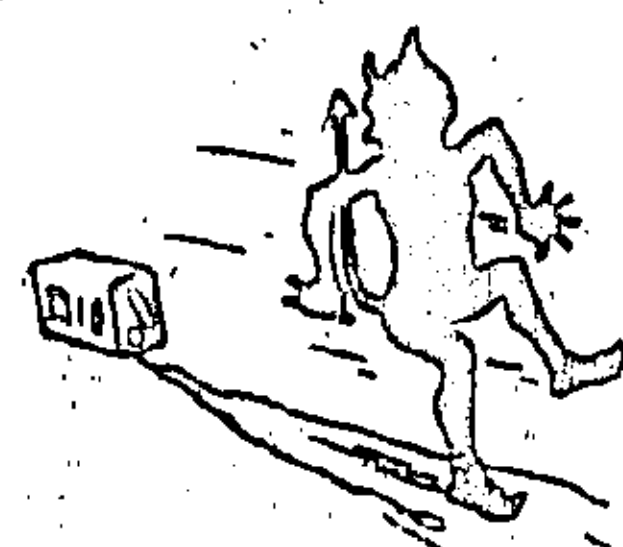
A HARLEY-DAVIDSON MOTORCYCLE.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



Can you afford less than Mobiloil protection?

Most men insure their lives and their homes. Most motorcar owners insure their cars against fire, theft, and accident. Excellent! These are all risks.

Friction is no risk—it is certainty. It scrapes more cars than all other causes put together. At least 80 per cent of all repairs are caused by friction—brought about by cheap oils and incorrect lubrication.

Next to your home, your car is probably your most costly possession. Why risk the possibility of ruining your engine with an inferior oil? The best insurance you can have against friction is Mobiloil—it gives you an extra margin of safety at all times.

Mobiloil costs but a little more per gallon, and it gives you real automobile protection—long life—freedom from repairs—genuine economy.

Three out of four car owners now ask for Mobiloil and know the value of Mobiloil insurance. Does any old oil appeal to your common sense more than the scientifically correct Mobiloil?



VACUUM OIL COMPANY, HONGKONG.

GREAT WIND LOSS.

The average car, travelling 15 miles an hour, uses one-half horsepower to overcome wind friction. When its speed is doubled, however, the wind friction takes five horsepower, or 10 times as much.

THEY TAKE THE RISK.

Insurance figures show that of 20,000,000 motor vehicle owners in America, 10,000,000 carry some form of insurance but only 4,000,000 carry liability insurance.

RUBBER PAVING TEST.

A 700-yard test rubber pavement in one of the heaviest traffic streets of London has been giving satisfactory results. The surface has been able to withstand wear and dampness without deterioration.

THE MOTOR UNION INSURANCE CO. LTD. BEFORE INSURING YOUR CAR STUDY OUR "COMPREHENSIVE POLICY"

For full particulars apply to:-

THE UNION TRADING CO., LTD.

Prince's Building.

Phone Central 587.

CHINA UNDERWRITER, LTD.

FOR

ALL CLASSES

OF

MOTOR INSURANCE

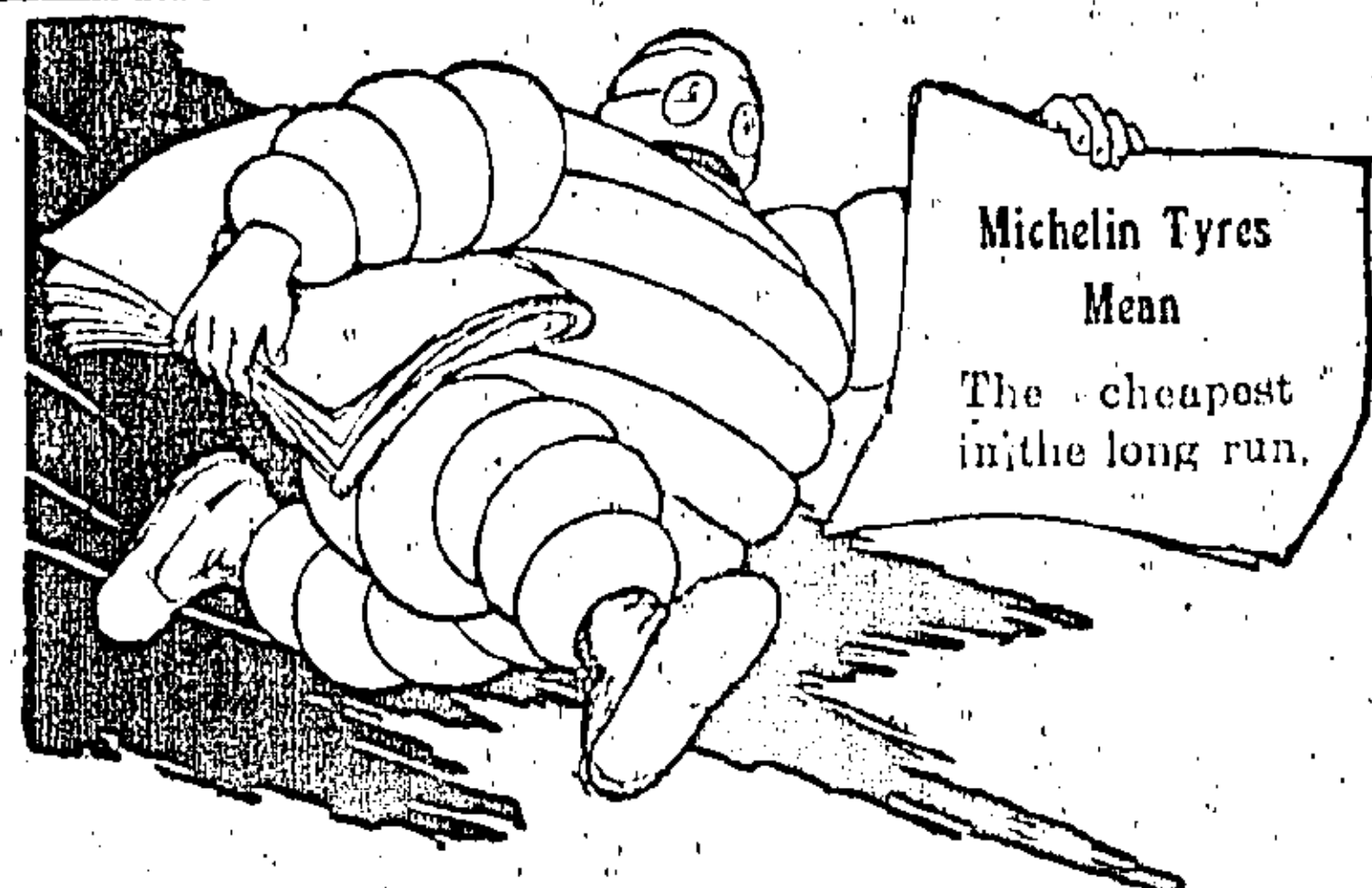
WRITE FOR PROSPECTUS

HEAD OFFICE:-

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ST. GEORGE'S BUILDING, HONGKONG.

C. 1121-2



Shipments arrive every week from France to ensure fresh goods only.

Sole agents for South China
J. GIBBS & CO., BANK OF CANTON BUILDING
Phone C. 704

BRITAIN'S TRADE.

Expansion of Overseas Markets.

The following speech was given by Colonel J. Sealy Clarke, former President of the Society of Motor Manufacturers and Traders of Great Britain, at the Third World Motor Transport Congress recently held in New York.

"I have been asked to say a few words on the present situation of the automobile industry in Great Britain, and although I am only concerned directly with the production of tyres, yet I will try and give as accurate an impression of the situation as my limited means of observation allows.

It will be within the knowledge of those who care to read these lines that after our last automobile show in London a terrible calamity in the shape of the coal strike befell us.

Difficulties of Coal Strike.

This strike began early in May and lasted until early in November and even now the output of coal has not reached the figure which is necessary to give us our supplies at a reasonable cost.

After stocks of coal were exhausted, automobile production was in danger of coming to a standstill, and, indeed, this would have been the case but for a limited supply from foreign sources.

It will be apparent therefore that the industry suffered from a partial paralysis during the greater part of 1926, and production costs have also been heavily increased by reason of the hold-up in the industries which feed the automobile plants with raw material and component parts.

Record Show at Olympia.

It was therefore with genuine surprise and satisfaction that we found ourselves able to stage, in October, 1926, one of the best and most successful shows ever held at Olympia.

It is true that a few companies were unable to weather the storm and also true that a few others have shown unfavourable balance sheets. But, nevertheless, our producing

companies faced the situation with courage and determination, enabling them to adhere to the plans which they devised for the 1927 programme. Their optimism was wonderful; their faith in their work-people unshaken, and the harvest reaped at the show was at once their justification and their reward.

1927 Outlook Best Ever.

The orders taken at the show by most, if not all, the exhibitors greatly exceeded their anticipations and dispelled any doubts as to a successful business in 1927.

The problem which remains is that of steady production to meet demands, and I understand that no fears are entertained on this account.

Expansion of overseas business is also being dealt with in vigorous fashion and on carefully conceived lines.

Altogether the automobile business in Great Britain is facing the future with optimism and unshaken confidence.

No Tariff on Tyres.

With regard to tyres, we find this curious anomaly that whilst automobiles and all other parts pertaining thereto are subject to a tariff yet tyres are exempted. The reason for this is difficult to understand but any analysis would be out of place here.

It is, nevertheless, pleasing to record that although British tyre manufacturers are faced with very keen competition from foreign countries, and notably from those with depreciated currencies, yet they are doing good business and look forward with confidence to better business in the future."

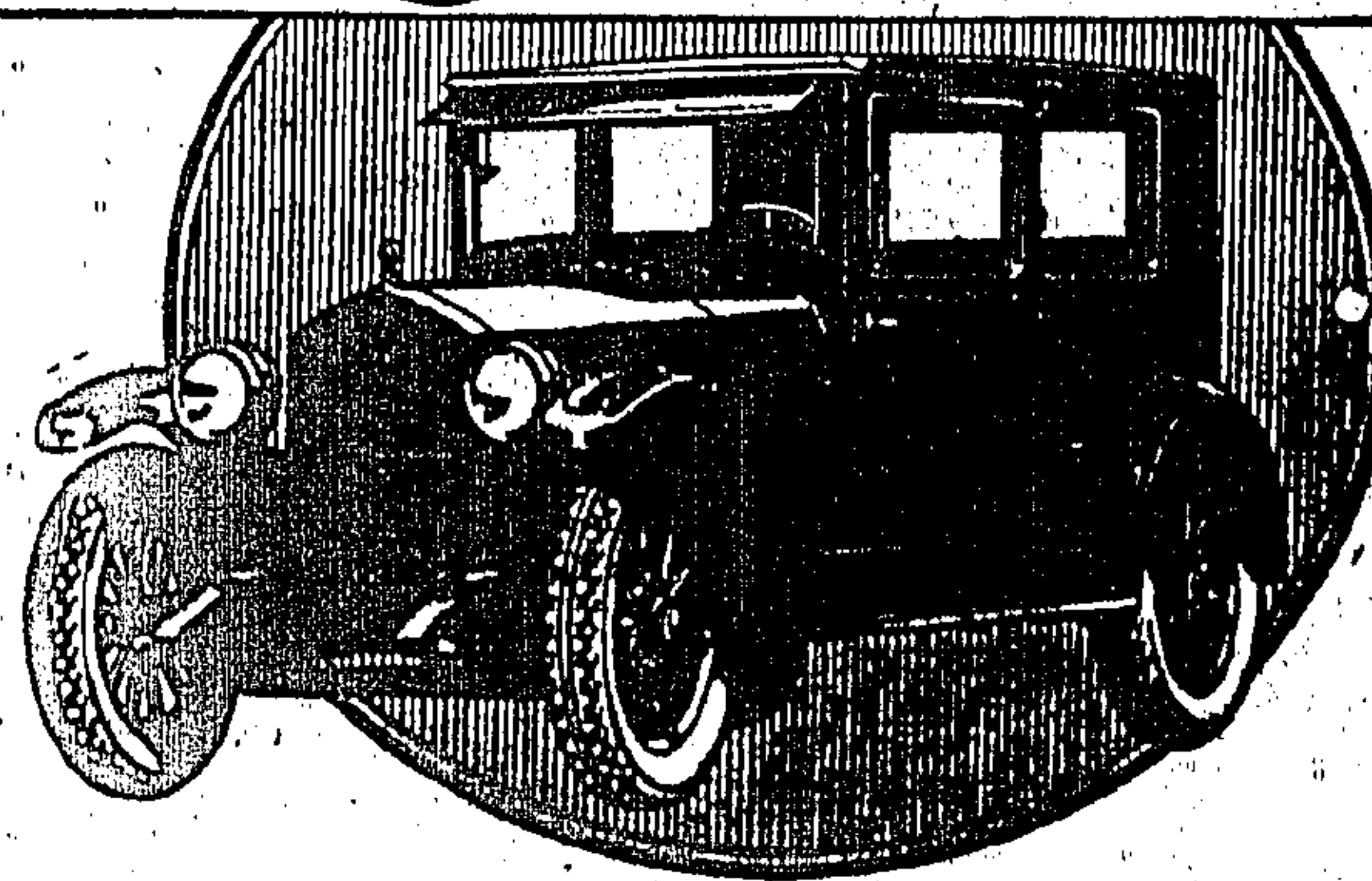
HUGE SUM FOR ROADS.

New Jersey is planning to spend \$140,000,000 during the next six years for highway improvement and construction. The routes to be included in the programme are still under consideration.

RUN BOTH WAYS.

The double-headed electric fire and wrecking trucks will safeguard the lives of motorists going through the new Holland tubes in New York. The trucks are made with drivers' seats, steering apparatus and cranes at both ends, so they can be driven back and forth without turning.

ESSEX "6" COACH



The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company that the public actually goes riding in Hudson and Essex Cars before the commitments for most of the raw materials are due for payment.

ESSEX SUPER SIX MOTOR CARS:

Touring	5-seater	G\$1,150
Coach	5-seater	G\$1,200
Sedan	5-seater	G\$1,250

HUDSON SUPER SIX MOTOR CARS:

Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,740
Sedan	5-seater	G\$1,840
Roadster	2-seater	G\$1,850
Brougham	5-seater	G\$2,035
De Luxe Sedan	5-seater	G\$2,215
De Luxe Sedan	7-seater	G\$2,330

The above prices are for delivery at your door in Hongkong or Kowloon. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road, Happy Valley.

A Twelve Years' Record of Endurance

November 14th, 1926 was the twelfth anniversary of the manufacture of Dodge Brothers Motor Car.

An eventful twelve years! During that time Dodge Brothers manufactured 1,800,000 motor cars so enduringly and honestly built that over 90 per cent are still in use.

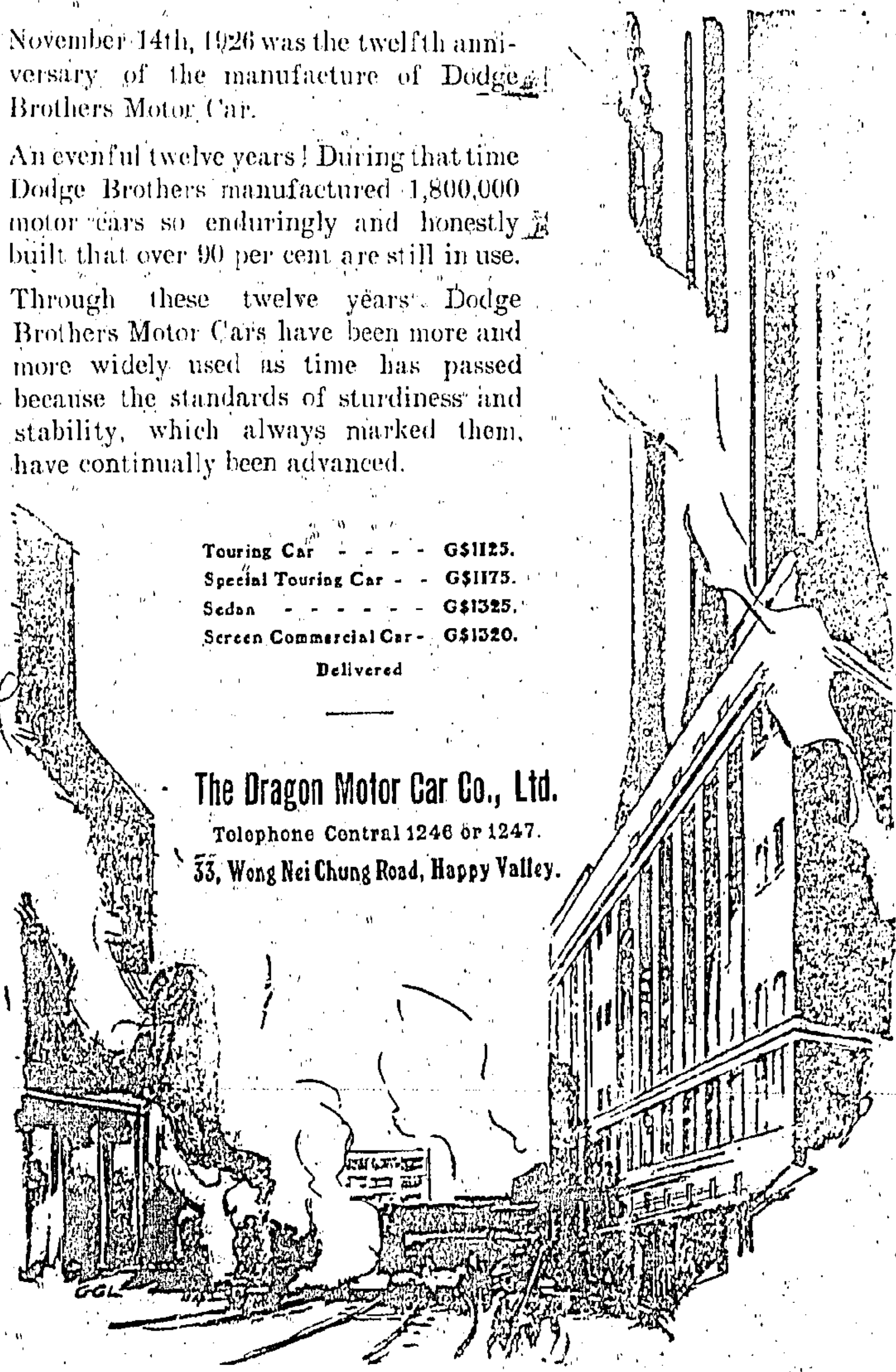
Through these twelve years Dodge Brothers Motor Cars have been more and more widely used as time has passed because the standards of sturdiness and stability, which always marked them, have continually been advanced.

Touring Car	G\$1125.
Special Touring Car	G\$1175.
Sedan	G\$1325.
Screen Commercial Car	G\$1520.
Delivered	

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road, Happy Valley.



DODGE BROTHERS MOTOR CARS

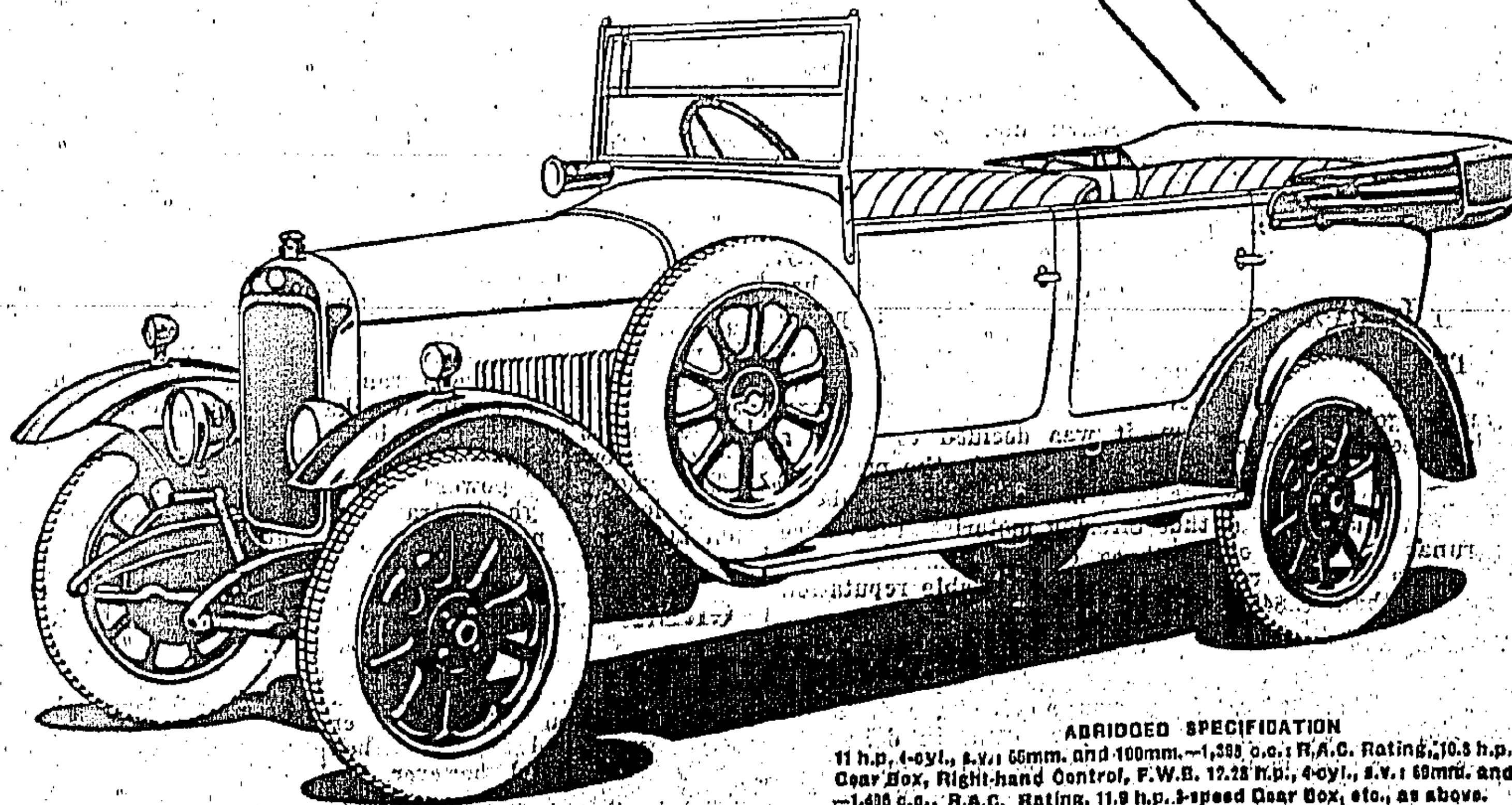
CLYNO

BRITAIN'S STURDIEST LIGHT CAR

IN choosing a car for use in extreme weather conditions on bad roads or rough tracks, you will decide wisely if you select the Overseas 11h.p. Clyno. This model is ideal for use under difficult conditions on account of its ample ground clearance 48 in. or 56 in. track, efficient cooling and well-protected mechanism; cheap to run, too!

LANE, CRAWFORD, LTD.

CLYNO CAR DISTRIBUTORS FOR SOUTH CHINA.



ABBREVED SPECIFICATION
11 h.p. 4-cyl. 1400 cc. and 1000 mm. - 1,500 c.c. R.A.C. Rating 10.5 h.p. 3-speed
Gear Box, Right-hand Control, F.W.B. 12.25 h.p. 4-cyl. 1,400 cc. and 1000 mm.
- 1,400 c.c. R.A.C. Rating 11.9 h.p. 3-speed Gear Box, etc. as above.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

RETIMING THE IGNITION.

It occasionally happens that the ignition-cam in the distributor slips on its shaft, because it is not securely fastened thereto and this makes ignition occur so late that the engine loses power or may even fail to run. Anyone who experiences this trouble and does not know how to reset the cam, is "out of luck."

Engine Position for Resetting.

The first thing to do is to hand-crank the engine until the piston of the front or No. 1 cylinder is

exactly at the top of its stroke and both valves of this cylinder are closed which position is the point of full compression where ignition should occur.

Finding Top Stroke Position.

Top dead centre of No. 1 piston is indicated on many engines by the flywheel marking DC1—lining up with a stationary pointer as the engine is slowly cranked over, but if there are no flywheel markings, feeling down through the spark-plug onto the piston-head, and

stopping cranking exactly as the topmost position of the piston is reached, will leave the engine on upper dead centre.

Using the Valves as Guides.

There are, however, two top dead centre positions in each two-revolution engine cycle, only one of which is the one required for the present purpose. The correct one is attained, when on the up stroke by which it is reached both valves of this cylinder are closed. Do not stop at the top of a stroke during which the exhaust valve is open, the result will be utterly wrong. If a thin piece of tin or paper can be slid in between the top of the push-rod and the bottom of the valve stem, or if it can otherwise be proven that push-rod and valve are free from one another, the valve is in closed position, otherwise it is more or less open.

Setting the Breaker-Cam.

Leave the engine thus set, with No. 1 piston at the top of its compression stroke, remove the distributor cap and rotating brush, loosen the ignition-cam locking device, set the spark-lever (if any) at full retard, turn the ignition-cam until the breaker points are just beginning to separate and tighten the cam. Then replace the distributor-brush and see that it sets right to contact with No. 1 distributor segment. If so remove the brush and make an exact and permanent cam-setting, such that when the lost motion developed by lightly turning the cam in one direction just closes and by turning it in the reverse direction just opens the breaker-points, fasten the locking device securely and replace the distributor parts.

Disengaged Clutch Stalls Engine.

Question.—I find that when I disengage the clutch of my car, to reduce the load on the starting motor, during cranking that this slows down the cranking speed instead of increasing it and also, the engine stalls, when the clutch is disengaged, unless the idling adjustment is set very high. How do you account for this?

Answer.—Evidently, an abnormal load is put on the engine, when the clutch is pushed out and this may be cause of something which makes the clutch thrust bearing turn hard, such as faulty lubrication or a defective or mis-adjusted bearing; or it may be that the clutch disengages too far, allowing some part of the driven member to bind against a stationary part, thus loading the engine. You may find that the clutch can be released sufficiently to effect disengagement without causing this "braking" effect. If there is nothing defective about this clutch or its installation and it is perfectly adjusted, the defect which you observe should not be present.

Knocks When Climbing Hills.

Question.—There is a knock in the engine of my 1924 car, which is most noticeable when it is running slowly on high-gear in climbing a steep hill or otherwise pulling hard. Can this be caused by anything other than looseness of the main bearings?

Answer.—If this is a heavy thumping sound, loose main bearings is the most likely cause of it, although looseness of the engine on the frame of the cylinder block on the crankcase will also produce a similar effect. However, there are other knocks, which are especially pronounced during slow running and heavy load, such as those caused by carbon deposits and preignition from overheated parts in the combustion spaces, but these noises are not heavy thumps but rather "clanking" sounds. Fuel knocks are worst under heavy loads, but are usually rather light "pinking" sounds.

LUBRICATING OIL.

A Semi-technical Talk.

[By H. L. C.]

There are all sorts of very annoying troubles that can develop in a motor car as the result of not using the correct Lubricating Oil. These range from "gumming up" in cold weather to loss of any trace of "oiliness" in the lubricant when it gets hot in hot weather.

"Gumming up" is caused by what is technically known as a "poor setting point" oil. Every Lubricating Oil has its definite "setting point" i. e., the temperature at which it will cease to flow. This, in the case of many well known Lubricating Oils is as high as 40 degrees Fahrenheit, and taking into consideration the fact that an oil will become "gummy" long before it actually ceases to flow, it is obvious that these oils will gum up your engine at comparatively warm temperatures. In contrast to such "poor cold test" oils let us consider for instance the new "Shell Single" Motor Oil. "Shell Single" has a "Cold test" of 0 degrees Fahrenheit, which means that the user of "Shell Single" in his car must search about for 32 degrees of frost before he will succeed in "setting" this oil.

Another very important point to be considered in the selection of a lubricating oil for your car is "viscosity." This refers to an oil's "thickness" or resistance to flow, and is indicated by the number of seconds required for a certain measured quantity of oil to flow through a standard size orifice. Every one knows that as Lubricating Oil is warmed up, so does it become thinner, that is to say its viscosity drops. In the case of poor oils this drop in viscosity is very marked and they are very quickly affected by heat in that they become "watery" on being subject to only a small rise of temperature. The lubricating properties of the new "Shell" oils are however quite unaffected by heat; their drop in viscosity on heating being the absolute minimum.

It is only comparatively recently that the motoring public even at home have had the advantage of being able to obtain the perfect Lubricating Oil. "Shell" Motor Oils were only placed on the market as and when the results of years of collaborative study and research by "Shell" Chemists and Engineers made possible the production of a lubricant superior to anything known previously.

Apparently the demand at home and in Europe generally is so enormous that it is not until now that, following an increase of manufacturing facilities, an allotment for the use of motorists in Hongkong, has been made possible.

The fact that over fifty motor firms at home recommend the use of Shell Oils in their cars—and included in these fifty are such household names as Sunbeam, Standard, and Morris—would point to their constituting the Motor oil "par excellence." If all that the "Shell" people claim for these new oils is true, and knowing the universally accepted high opinion of other "Shell" products, I can see no reason to doubt it, then at last the perfect lubricant is at the disposal of motorists in Hongkong.

CLUB POSTS MANY SIGNS.

More than 6500 temporary detour signs were erected in four days by the Automobile Club of Southern California during the recent heavy rains in the club's district. This is an average of more than 1600 signs daily.



THESE NEW FEATURES STAND OUT!

DUCO FINISH
FOUR DOORS
REAL LEATHER UPHOLSTERY
PETROL INJECTOR
ZENITH CARBURETTOR

AND—

35 MILES

PER GALLON!

FIAT CARS ARE FINISHED IN STRIKING COLOURS

The 9-12 H.P. will carry four persons anywhere

Prices from, H.K. \$1,850.

EASY
PAYMENTS
TO SUIT
ALL BUYERS

FIAT 509

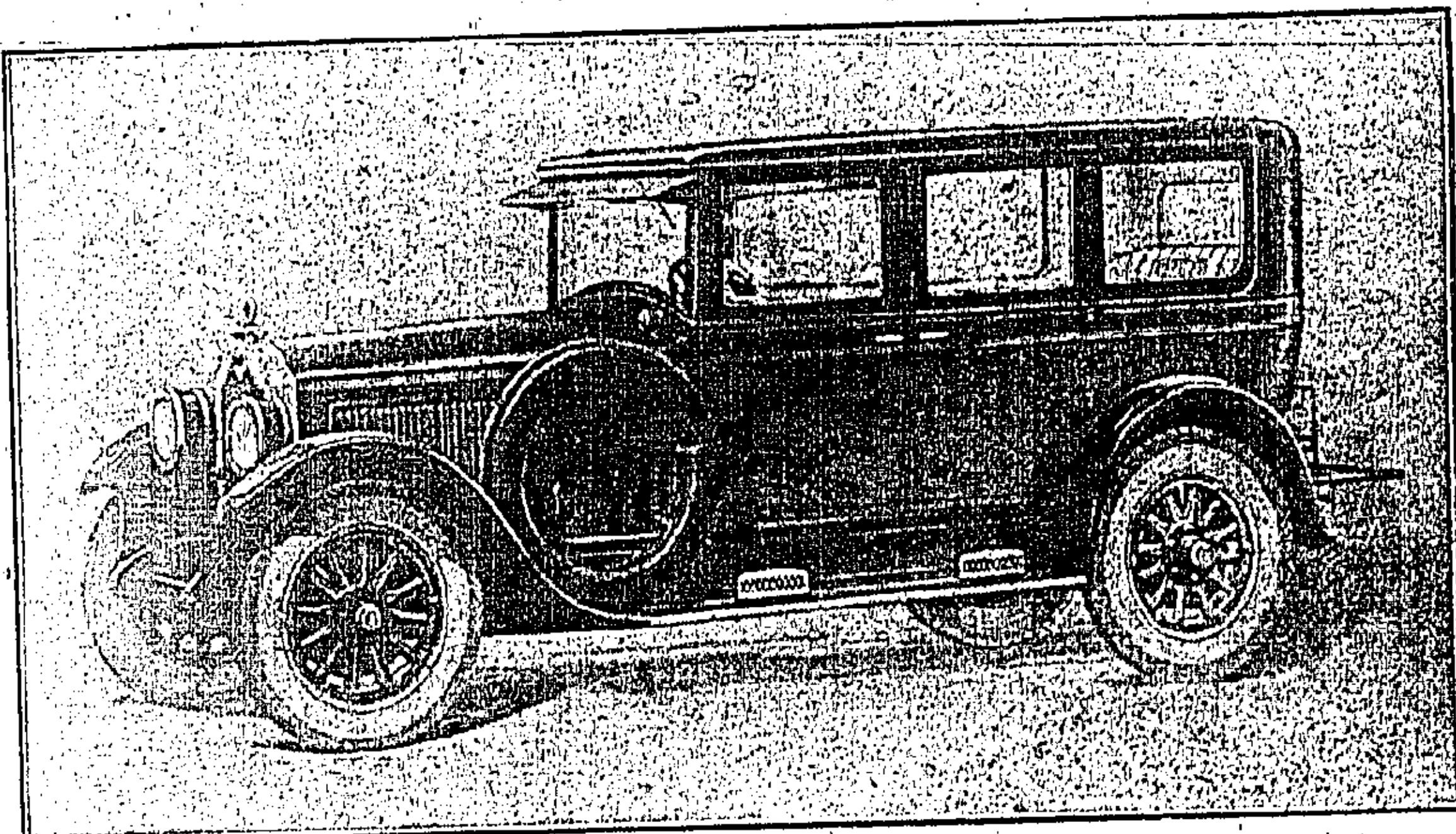
EASY
PAYMENTS
TO SUIT
ALL BUYERS

Sole Agents for Hongkong, Canton and Macao
SOC. ITALIANA. IMP. ESP. ESTREMO ORIENTE, LTD.,
Managers—A. GOEKE & COMPANY.

TEL. C. 2221

China Building 3rd Floor.

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MORE FAVORABLE BUSINESS CONDITIONS IN GENERAL INDICATED BY BUICK PRODUCTION.

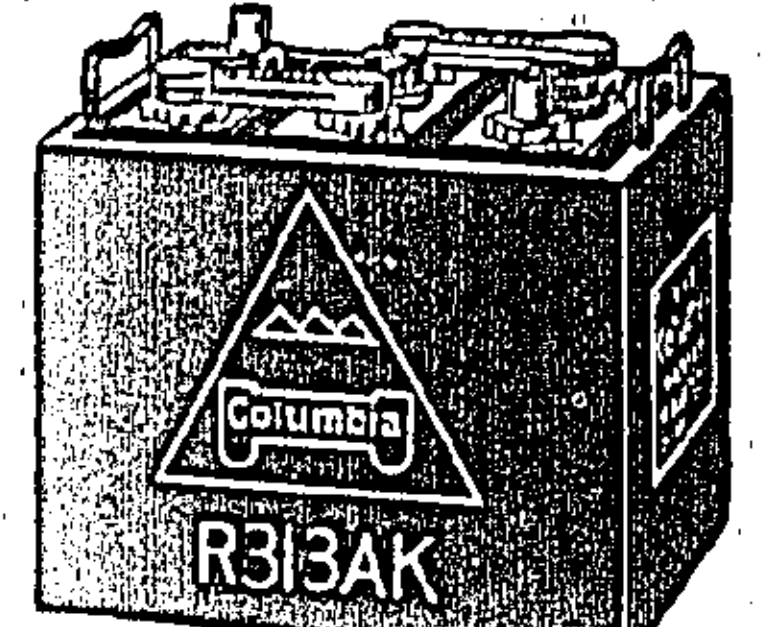
A substantial increase in sales for the first twenty days of February over the same period last year is stated by Mr. E. T. Strong, President of the Buick Motor Company to be an indication that his company and the industry in general are on the threshold of one of the greatest selling seasons the automobile business ever enjoyed. Such increases constitute an excellent "barometer of favorable business conditions throughout the greater part of the world."

"Buick deliveries showed an increase during the first twenty days of February of nearly a thousand cars over a similar period in 1926," Mr. Strong said. "We have found that automobile sales are an accurate index of general business conditions."

"The value in using these sales figures as an index lies in the fact there has been nothing done to stimulate sales or create a demand which might be contrary to general conditions. The models now on the market are the ones introduced last August with the exception of two additional body styles which were added to the line later. Thus the upward trend in sales can be attributed to more favorable business conditions."

THE HONGKONG & KOWLOON TAXI CAB CO., LTD.
Sole Distributors for Hongkong and South China.

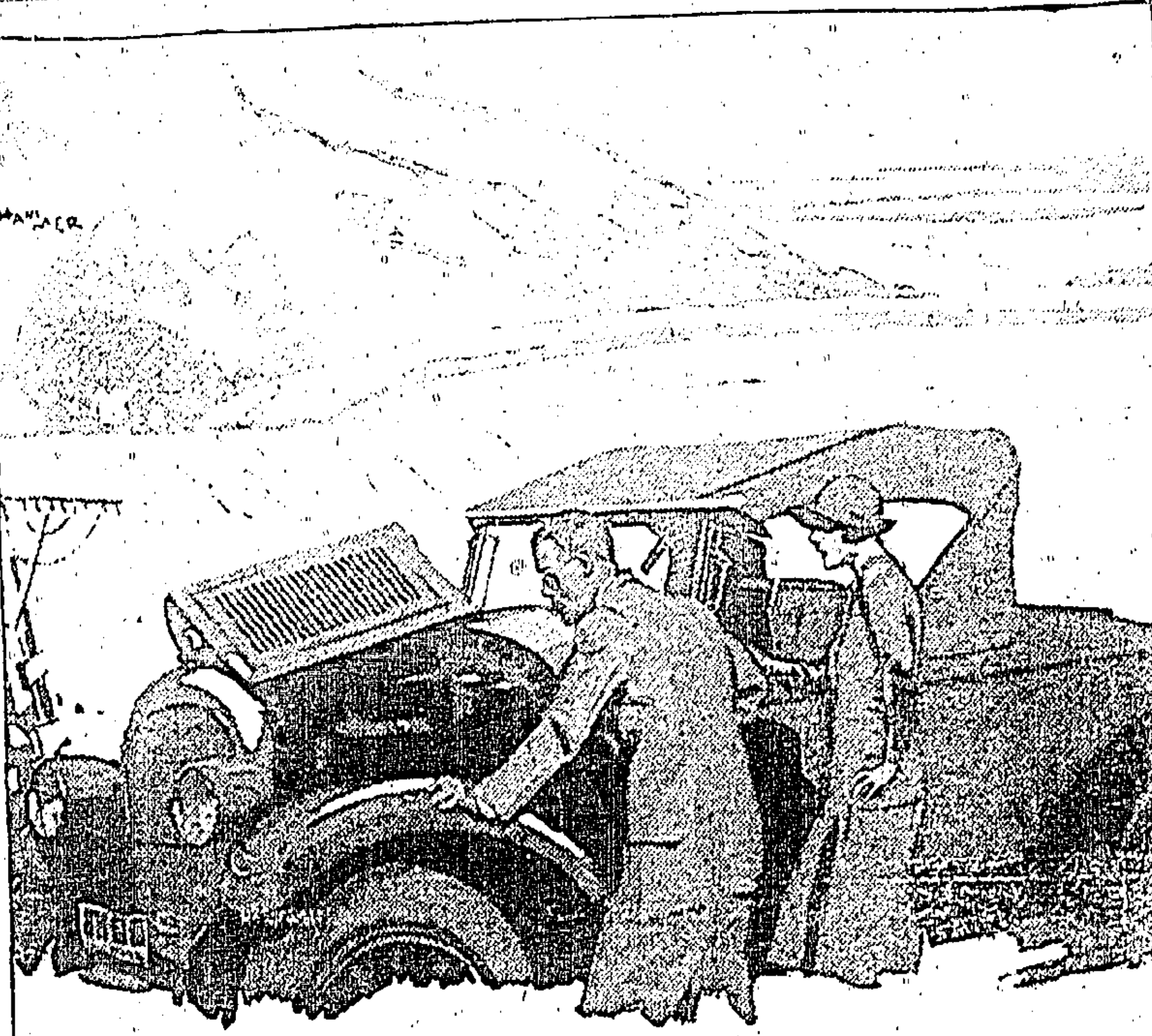
THE DRAGON MOTOR CAR COMPANY, LIMITED.
Authorised Sales and Service Station ... Happy Valley



WE offer you powerful, long lasting Columbia Storage Batteries in either wood or rubber cases for popular makes of cars. Our prices are the same for wood or rubber models. Let us show you how you save money by buying a Columbia Battery for your car.

THE DRAGON MOTOR CAR Co. Ltd.
Telephone Central 1245 or 1247.
33, WONG NEI CHUNG ROAD HAPPY VALLEY.

Columbia Storage Battery



"Why on earth don't you use

SOCONY MOTOR OIL

SOCONY SPRING OIL STANDARD OIL COMPANY

FOR EASY RIDING OF NEW YORK

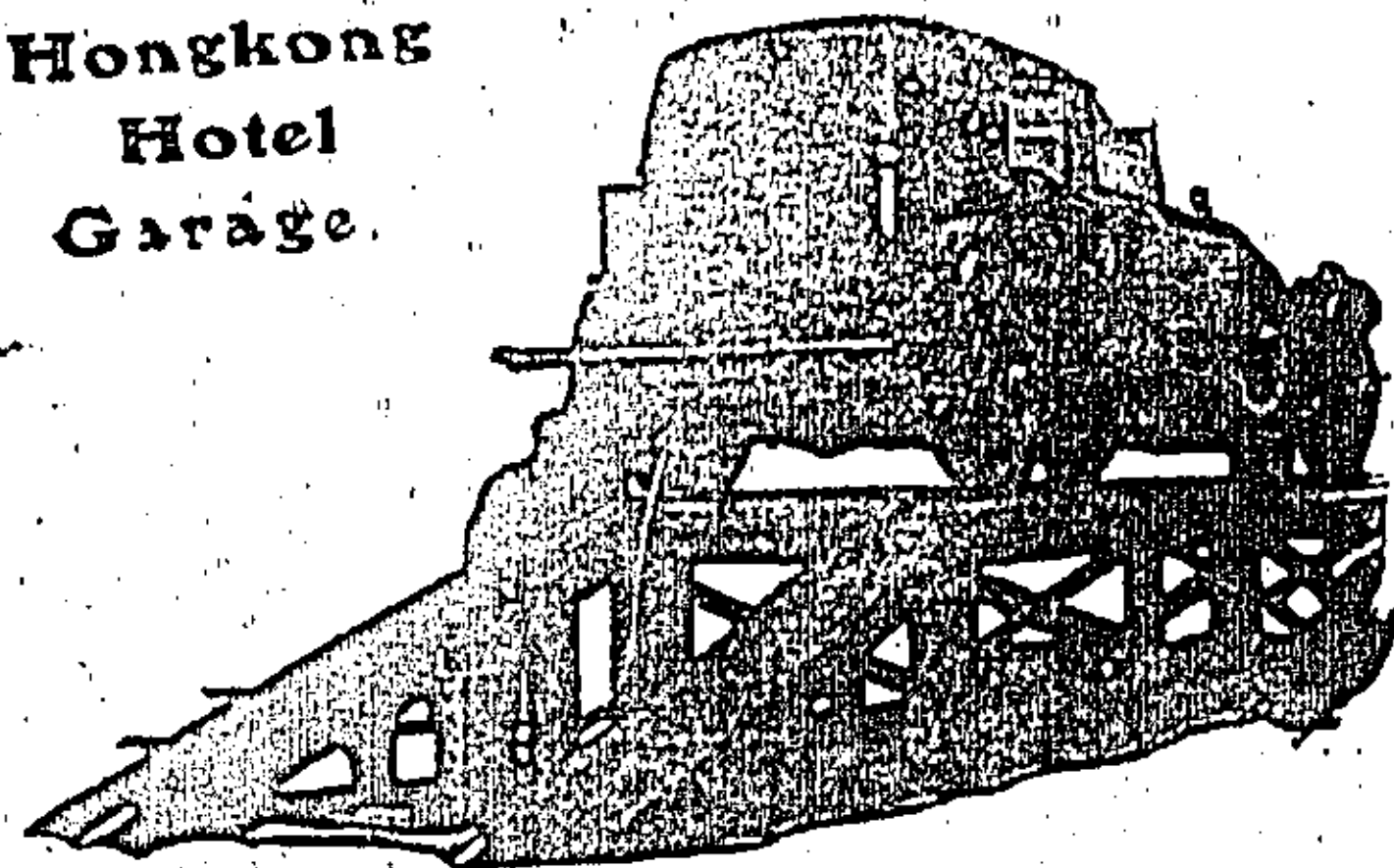
Complete chassis lubrication while you wait

NEARLY every motor car owner knows his chassis should be lubricated every 500 miles, but most of them neglect it because they still think they either have to do it themselves, or leave their car several hours at a garage.

If you're one of these owners, you'll be glad to know that we're equipped to lubricate your chassis completely in a few minutes, with the best lubricant money can buy—ALEMITE—and at a cost that is very low. Every job is done under careful supervision and an absolute guarantee of satisfaction.

Drop in some time and let us show you what a real lubrication service is. And while you're here, ask about our "year-round lubrication" plan. It will save you some money.

Hongkong Hotel Garage.



You Bet I'm Happy!

Having just made my choice from the Alex. Ross Selection of:

MOTOR CYCLES

WHY DON'T YOU MAKE YOURS?

THEY have the best lines in Hongkong.
THEY guarantee their cycles.
THEY give you three months free service.
THEY give the Purchaser the best deferred terms.
1/4 Down, balance to suit buyer.
Where can you get more for your money?

ANY OF THE FOLLOWING ARE TROUBLE-FREE

A. J. S.
DOUGLAS
INDIAN
TRIUMPH
FRANCIS-BARNETT

Including Accessories

1927 Models waiting for you

AND DON'T FORGET—

Terms to suit YOU

ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.
2 floor,—Ice House St. Entrance.

AUTOMOBILE ADVERTISING.

How to Establish Prestige.

I think we are all willing to admit, says Mr. Edward T. Strong, President of the Buick Motor Company, the great value that advertising has been to our industry. There is hardly a phase of automobile progress for which advertising cannot claim some share of the credit.

Just a few years ago four wheel brakes were introduced and within twelve months they were standard on practically all cars in the field selling for above a thousand dollars. Advertising did it, admitting of course that the principle was correct to start with. The same was true of balloon tyres not long ago. It took only six months to sell them to the public through advertising.

Yet when we go back a few years further, we find that no such reception greeted the self starter, although this development ranks in importance with any in the automobile industry. Why is this true? It is true because to-day the public believes in the automobile and in the manufacturers who build them. At the time the self starter was first introduced, the public was just beginning to believe.

When we go back still further, to the very beginning of the industry, we find utter disbelief. Many of us remember some of the early automobile shows. In those days it was customary to build a circular track within the show building, and sometimes to construct an incline on the roof to test the climbing ability of the cars. These steps were taken to advertise the fact that automobiles would really run.

Most people at that time didn't believe they would run. But when they saw it with their own eyes, some of this disbelief began to melt away.

Public confidence was still further won by such events as the Vanderbilt Cup races, the Kolb races and the meets at Ormond Beach. The automobile began to be generally accepted as a practical commodity. Names became better known. Fame won on the track gained a reputation for the car which manifested itself in increased sales and greater prestige. Those early races were nothing more or less than advertising. They were part of the programme of education. Of course they were only supplementary to the printed advertisement which most manufacturers used, but their function was well defined; they backed up the statements made in printed advertising by actual performance. If a claim was made that a certain make of car would travel at a certain speed, there were stock car racing records to prove that this claim was well founded.

In this way prestige has been built up through advertising over a period of many years, backed by the performance of the product in the hands of users.

Every automobile factory puts its own brand on the product which it manufactures and spends large sums for advertising in order to win and maintain prestige. If they had not done so, or if the product had not backed up the claims made for it in advertising, it wouldn't have been so easy to market such improvements as four-wheel brakes and balloon tyres.

I do not make sweeping claims for all automobile advertising. There is no doubt but that we sometimes make mistakes. But there are certain fundamentals which I think we have adhered to in the main.

We try to tell the truth. By this I mean that we try not to become over-enthusiastic in the claims we make for our products, and we can credit a large share of the prestige we have been won to this fact.

The public goodwill which we now enjoy can be called upon to serve us in many ways. We can, for instance, introduce a new model or an outstanding improvement and by advertising gain its acceptance. This is a step forward in the interests of progress. I think you will agree that it is a long journey between the tried and tested product and the acceptance of that product, yet public confidence in the automobile industry and in the names of the individual manufacturers bridges that gap when the story is told in advertising. If this were not true we would be a long way behind in development.

Some people may say that this large expenditure for advertising is not justified, yet in countless ways it has effected savings which ultimately accrue to the consumer. Advertising has been instrumental in selling the automobile to the public, and this alone created a demand which made volume production and standardization of parts necessary. The result is a product of lower price and greater value.

It has eliminated selling costs which the consumer formerly had to pay. A large percentage of prospects to-day are pre-sold through advertising before a salesman ever sees them. Many others have learned much of the story through advertising and are ripe for the closing argument. The question to-day is not "Do I want a car?" it is "what car do I want." Advertising tells the prospect the features of each make and he can decide for himself which car is the best suited to his needs, which is the best value in his particular price class, and so forth.

While advertising was an expensive item in the beginning, it is costing less and less each year per unit of product marketed and the industry is collecting dividends on the sums expended in the past for the purpose of winning prestige and educating the public.

There is a wide difference of opinion as to what advertising mediums are the most valuable, but there are certain ones which are generally used. Newspapers are valuable mediums, and advertising is usually placed in cities where there is dealer representation.

This medium serves the double function of telling the public about the product and informing it as to where it should go to buy it. Trade papers furnish the means of reaching those who might be interested in handling some make of a car in a certain locality, and trade paper advertising is usually devoted to information concerning the prestige of the factory and the selling possibilities of the product. Outdoor advertising has proved very successful for some factories, and is often used within the city limits with a single phrase descriptive of the car, together with the name and address of the dealer. Magazine advertising is intended primarily to establish and maintain prestige, and to acquaint the public with improvements and features of the car. These can be divided into general magazines, which include the popular weeklies and monthlies, and into another group of specialized magazines, which appeal to certain classes, such as fraternal, farm or women's periodicals.

All this mass of advertising, multiplied by the number of companies which employ it, is dependent on one thing—prestige. It would be folly to go to all this trouble and expense to tell the story of a product which did not enjoy public esteem. Therefore it is important that we realize the grave injury we would do to ourselves and the industry by overstatements which would in time destroy the confidence which the public has manifested in us. One company can do much harm to the industry by indiscreetly claiming for its product qualities which the product does not possess. This is nothing more or less than honest merchandising, which we all agree must accompany

honest manufacturing if public confidence is to be won and held. We must not forget that our prestige depends largely on this fact. It is perhaps a seeming contradiction to say that we must hold the foregoing principle in mind, and yet must guard against being too conservative, but a note of enthusiasm should nevertheless be

maintained. A large share of the public trust in our industry is due to this enthusiasm which has been shown in the past, and the public's attitude in the future depends a great deal on whether or not we maintain this enthusiasm. Enthusiasm is contagious; if we are enthusiastic the public will be also. We believe in the business in

which we are engaged. We know that we are manufacturing and selling service, which contributes to the progress and happiness of the world, and the world has expressed belief and confidence in us. It is our duty to maintain this belief and confidence. I believe that an honest product, backed by honest advertising, will accomplish this end.



Straight to the Mark of Public Favour

"Hitting the bull's eye" with its records of success—the Firestone Full-Size, Gum-Dipped Balloon has set today's highest mark in tyre quality.

Full-Size Balloons are acknowledged to be the easiest riding tyres ever built, and it is due to the Firestone process of Gum-Dipping that the thin sidewalls are strong enough to stand the added flexing strain of this type.

Long mileage, car-protection and low petrol cost are further advantages.

Firestone

THE DRAGON MOTORCAR CO., LTD.

Telephone Central 1246 or 1247.

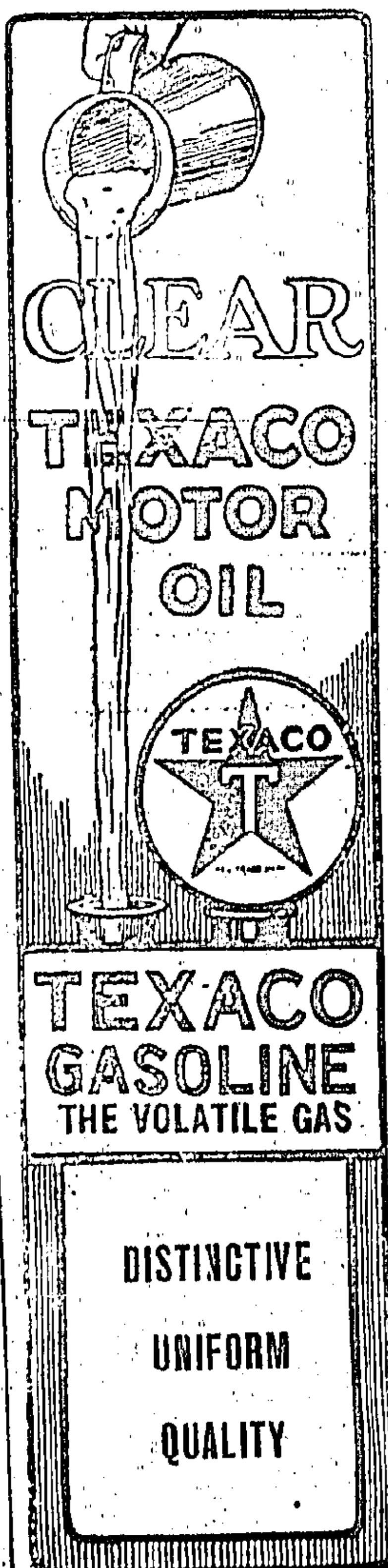
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.



THE PERFECT LUBRICANT.

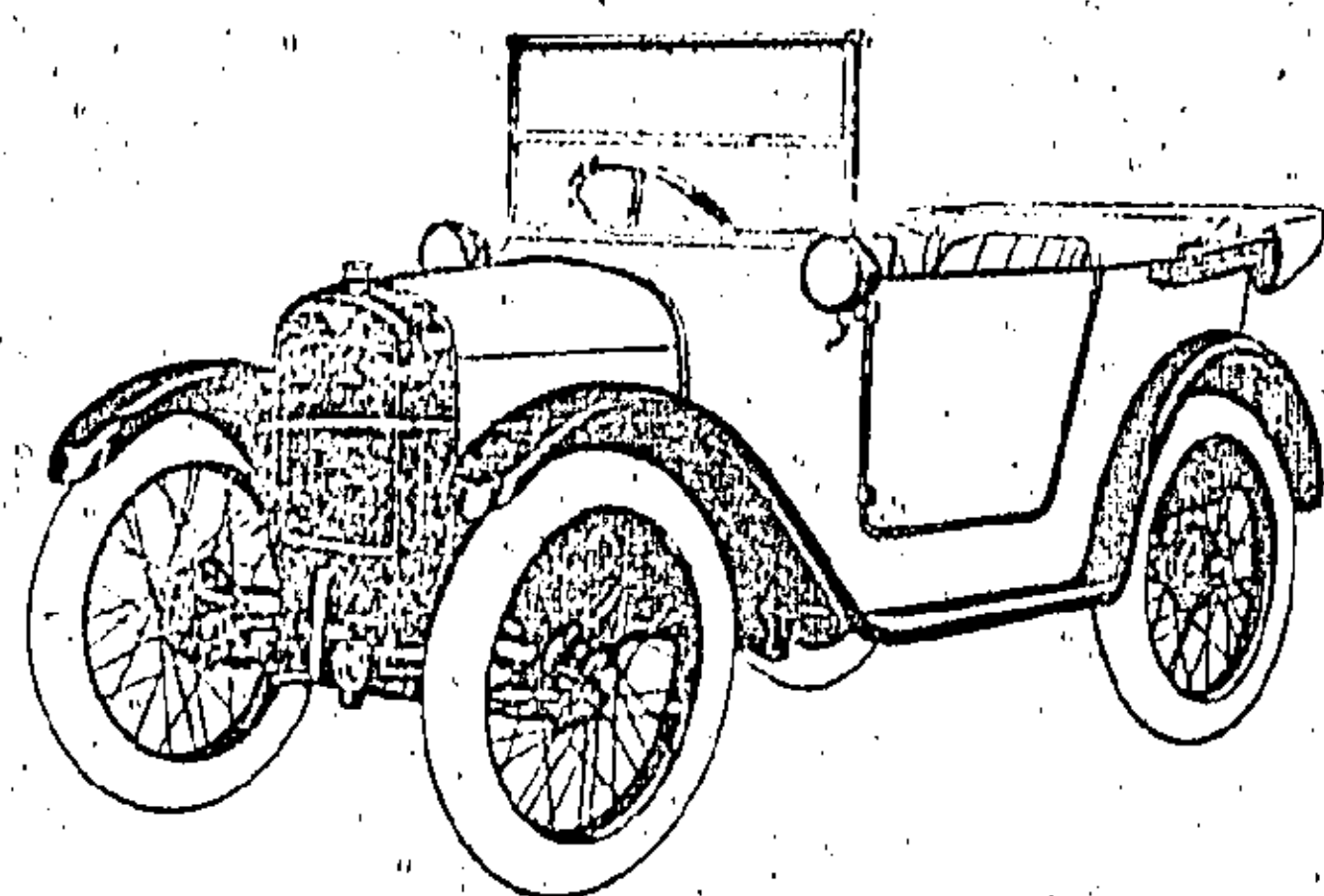
Write for your copy of the
SHELL LUBRICATION CHART
which is available
For All Car Owners.

THE ASIATIC PETROLEUM CO. (SOUTH CHINA), LTD.
ASIATIC BUILDING, HONGKONG.



DISTINCTIVE
UNIFORM
QUALITY

THE "AUSTIN SEVEN"



The Austin 7 is as good as its name, and it has an extra good name.

REMEMBER, A FEW \$s WILL DELIVER TO YOUR DOOR ONE OF THESE MODELS.
Balance payable to suit you. Stocks carried.

ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.
2 floor,—Ice House St. Entrance.

Some Features
of

B. S. A.

1927 MODEL
MOTOR CYCLES

INTERNAL EXPANDING HUB BRAKES

on both wheels

IMPROVED LUBRICATION SYSTEM

which provides separate feed for front chain

A REAL SILENCER—GRACEFULLY
TAPERED TANK

A PERFECT RIDING POSITION

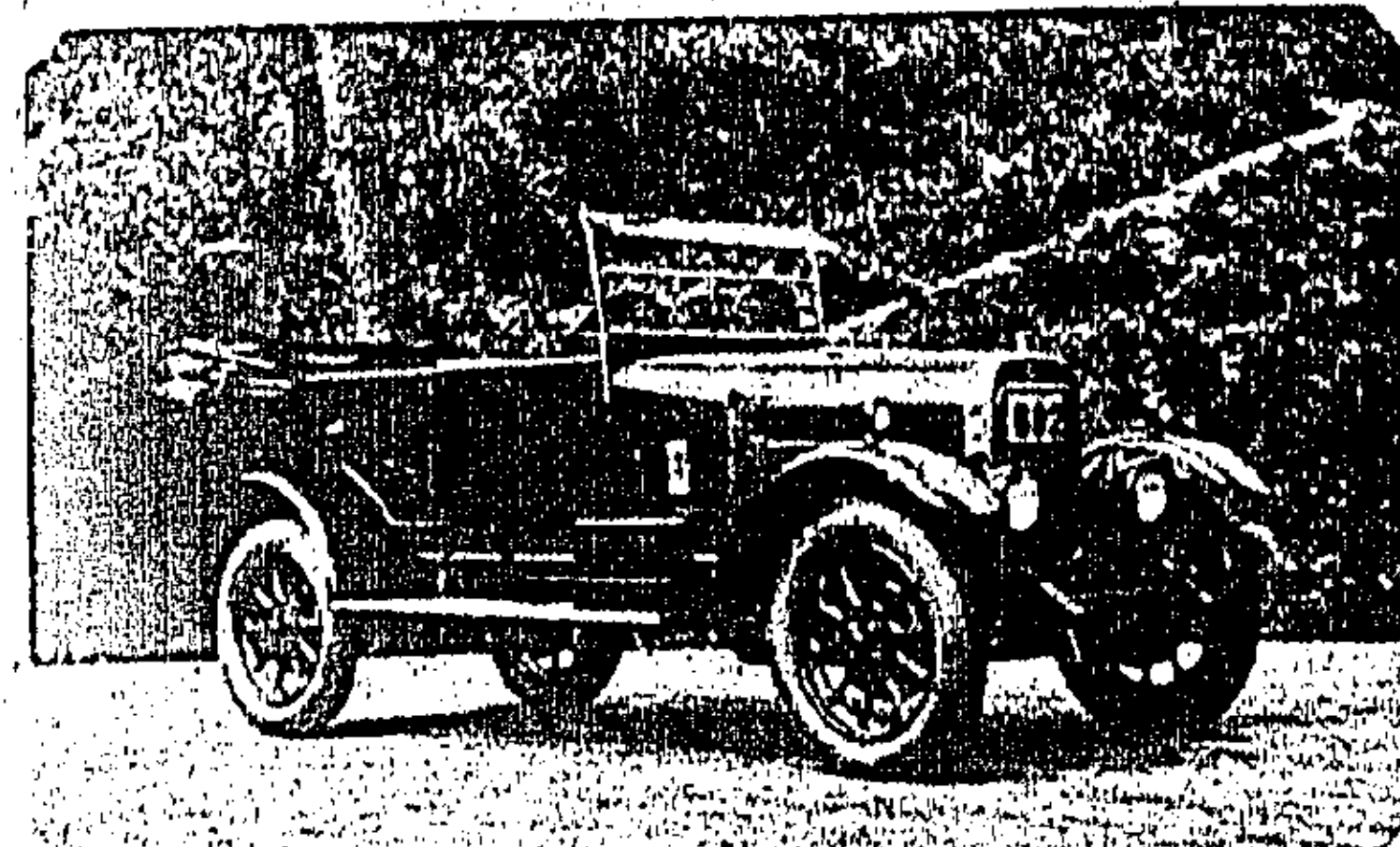
SCREW ADJUSTMENT ON GEAR BOX

for accurately setting front chain tension

Ask for catalogues from

THE SINCERE CO., LTD.
SOLE AGENTS.

THE CLYNO OVERSEAS MODEL



(Photo and engraving by "Hongkong Telegraph")

The above picture is of one of the special Colonial models built by the Clyno Company. During a trial run round the island, the above car gave an excellent account of itself. Note the high clearance. Messrs. Lane, Crawford, Ltd. are the agents, and will be pleased to arrange demonstrations.

EVE IN THE SADDLE.

London to Edinburgh
for 3s. 4d.!

[By Capt. E. de Normandie.]
The fair sex has again been to the fore in the motor cycling world, two lady riders having accomplished very creditable performances. One ride serves to prove the remarkable economy attainable with a motor cycle.

Mrs. Grenfell, who is well known as an experienced competition rider, set out under A.C.U. observation to see if she could ride from London to Edinburgh for an actual cost of under 4s.!

In point of fact she succeeded with flying colours, doing the 400 miles in two days on a total expenditure of 3s. 4d.—the petrol costing 2s. 7d. and the oil 9d.

As this works out at ten miles for a penny, I should think it must be a record for economy in any observed trial. The machine favoured by Mrs. Grenfell was a Francis-Barnett, with a 147 h.p. Villiers engine.

Irish Girl's Feat.
Another very creditable achievement was that of Miss Renee Smyth, an Irish girl, of Londonderry, who covered 1,000 miles in Ulster in five days—an excellent average for the 231 h.p. Raleigh she was using. She maintained schedule without trouble or adjustment.

SMALLEST AUTO-MOBILE.

The smallest practical automobile in the world is a two-passenger electric roadster weighing only 200 pounds, having a wheel-base of 62 inches and a speed of 10 miles an hour. It is owned by the New York Edison company.

SPARK CONTROL.

Some Useful Hints.

When the car develops a knock, especially when labouring against a grade or at starting, it is not always at fault.

This knock is called an "ignition knock," and can be identified by its hard, metallic sound. It is not always due to any carbon in the cylinder.

If the engine is in good shape, however, and the knock occurs, it is more than likely due to lack of proper engineering on the part of the driver.

Many drivers forget that there is a spark lever at their steering wheels, to be manipulated at just such emergencies.

When the engine is speeded up, the spark must be advanced. But when it slows down, as on labouring up a hill or in starting, the spark must be retarded so that the ignition may be timed properly with the compression of the fuel in each cylinder.

Most power is obtained when the spark ignites the compressed gas while the piston is at the very top of its stroke.

But when the engine is running fast, the piston has a tendency to be well on its downward stroke before the gas has had time to explode. This is due not only to the speed and momentum of the piston and flywheel, but to the fact that there is a slight delay in the explosion of the gas, even after the spark has ignited it.

In other words, there is first what engineers call a "flash point," when the gas is ignited, and then comes the "fire point," when the gas explodes.

There is loss of power if the explosion takes place after the piston has started down. So the remedy is to advance the spark so that the flash will occur slightly before the piston reaches the top, and the fire will take place just as the piston is ready to go down.

If the spark is advanced too far, however, the fire, or explosion, occurs before the piston arrives at the top, making it necessary for the other pistons and the flywheel to force this one on its way up against the force of the exploded gas, thus causing the well-known knock.

This occurs mostly when the engine is slowed down by the force of its pull up hill, or against the entire weight of the car on starting. When this happens, the position of the spark that had been proper now becomes too far advanced and the knock occurs.

The remedy is to retard the spark, but only enough to overcome the knock. Retarding the spark too far causes loss of power.

Control of the spark, however, should always follow the throttle control. That is, the engine should never be speeded up by advancing the spark, or slowed down by retarding it. The throttle should do that.

Then, as the engine varies its speed slower or faster, the spark lever should be manipulated accordingly.

MOTOR TAXATION.

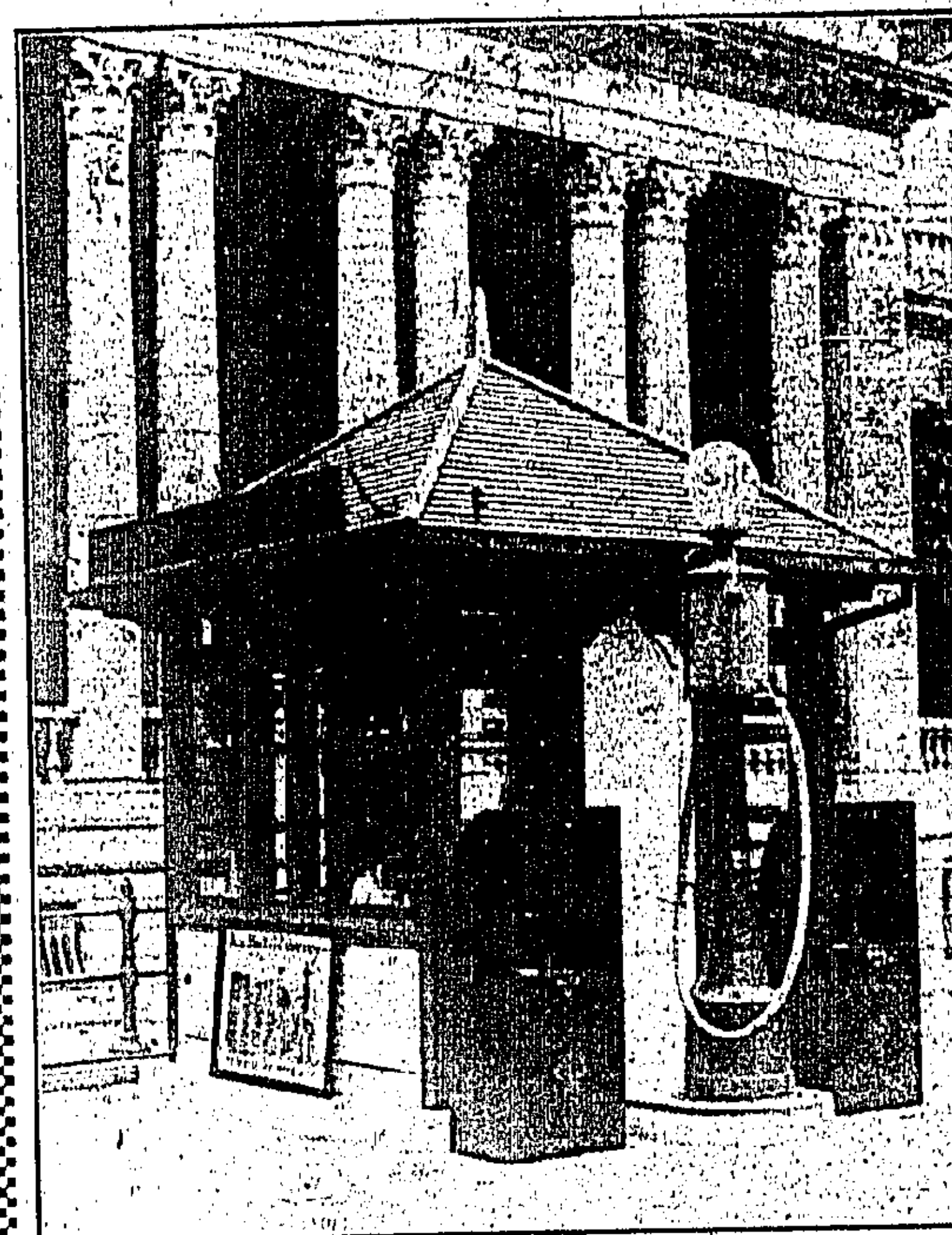
Compulsory Insurance.

Boston, April 8.
The high cost of the compulsory insurance law in Massachusetts, the first state to adopt this form of automobile legislation, may force the authorities to offset this by a gasoline tax.

Massachusetts is one of the four remaining states that are still free of the gasoline tax.

Now a bill, that has great promise of passing, proposes a uniform registration fee of \$3 on every automobile and a tax of 3 cents a gallon for the gas he uses.

MOTOR SPIRIT SHELL MOTOR OILS

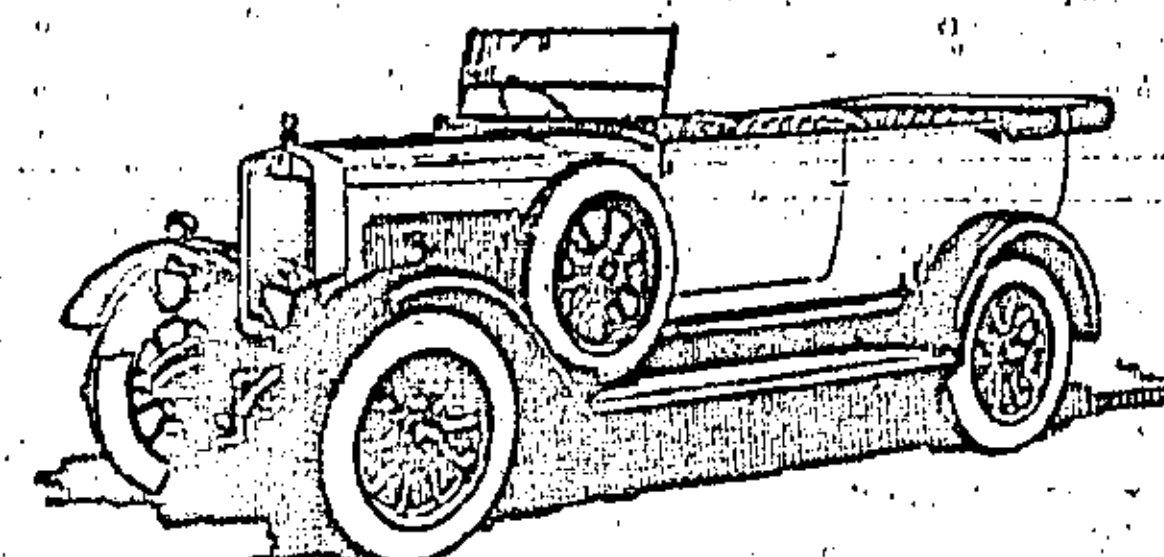


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are converting the World
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- thirty miles per gallon
- fifty miles per hour
- reliability that is proverbial
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The "COMFORT" Value

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- complete equipment
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The "SOCIAL" Value

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- delightful colours.

The "RE-SALE" Value is unapproachable

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"CHANGE-OVER"
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(The Wheel of the World)

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DODGE BROTHERS PASSENGER CARS.

Roadster	..G\$1,100
Special Roadster	..G\$1,150
Rumble Seat Sport Roadster	..G\$1,250
Touring (5-passenger)	..G\$1,125
Special Touring (5-passenger)	..G\$1,175
The Sport Touring (6)	..G\$1,210
Touring (7-passenger)	..G\$1,320
Special Touring (7)	..G\$1,370
Coupe	..G\$1,275
Special Coupe	..G\$1,325
Sedan	..G\$1,325
Special Sedan	..G\$1,375
The De Luxe Sedan	..G\$1,500

GRAHAM BROTHERS COMMERCIAL CARS.

Chassis only	..G\$ 920
Chassis and Cab complete	..G\$1,055
Express Body Truck complete	..G\$1,270
Canopy Body Truck complete	..G\$1,305
Screen Side Canopy Truck	..G\$1,320
Panel Side Canopy Truck	..G\$1,350

GRAHAM BROTHERS 1-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	..G\$1,170
Chassis with cab seat	..G\$1,240
Chassis with complete cab	..G\$1,305
Express Body Truck complete	..G\$1,485
Canopy Body Truck complete	..G\$1,530
Stake Body Truck complete	..G\$1,565

GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	..G\$1,640
Chassis with Cab Seat	..G\$1,705
Chassis with complete cab	..G\$1,775
Express Body Truck complete	..G\$2,020
Stake Body Truck complete	..G\$2,085

GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	..G\$1,785
Chassis with cab seat	..G\$1,850
Chassis with complete cab	..G\$1,920
Farm Body Truck complete	..G\$2,230
Stake Body Truck complete	..G\$2,230
Hydraulic Hoist Dump Body Truck complete (1-1/2 cubic yard capacity)	..G\$2,595

ESSEX SUPER SIX MOTOR CARS.

Touring	..G\$1,150
Coach (2-door)	..G\$1,200
Sedan (4-door)	..G\$1,250

HUDSON SUPER SIX MOTOR CARS.

Touring (7-passenger)	..G\$1,600
Coach (6-passenger)	..G\$1,740
Brougham (6-passenger)	..G\$2,035
Sedan (6-passenger)	..G\$2,215
Sedan (7-passenger)	..G\$2,330

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 426):

Phaeton (5-passenger)	..G\$2,750
Roadster (Rumble seat)	..G\$2,850
Sedan (5-passenger)	..G\$2,850

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 433):

Touring (7-passenger)	..G\$3,805
Coupe (4-passenger)	..G\$3,800
Club Sedan (5-passenger)	..G\$3,845
Sedan (5-passenger)	..G\$3,420
Sedan Limousine (7-passenger)	..G\$3,520

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 335):

Phaeton (5-passenger)	..G\$4,290
Roadster (Rumble Seat)	..G\$4,390
Sedan (5-passenger)	..G\$5,410

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 343):

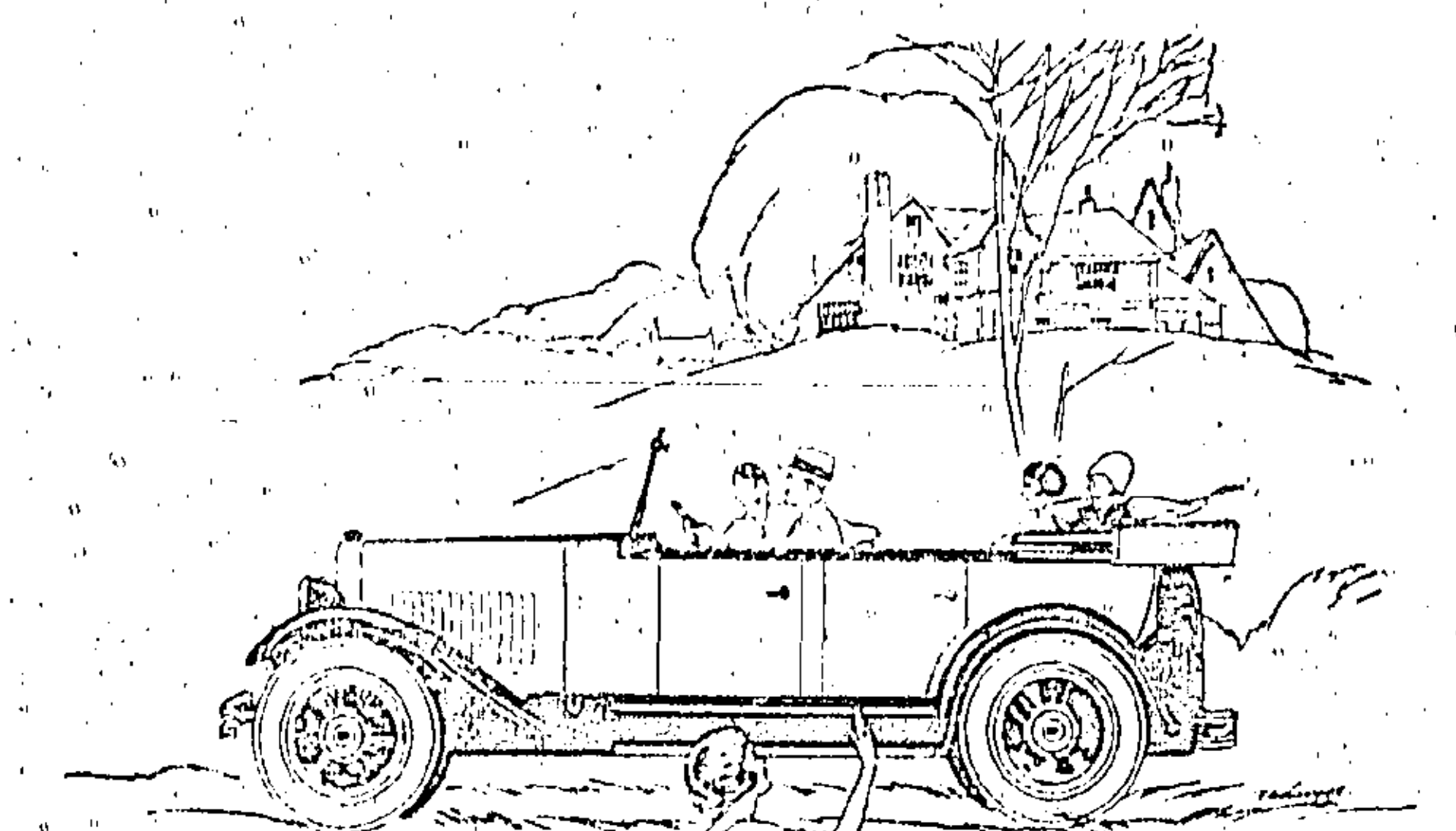
Touring (7-passenger)	..G\$4,535
Coupe (4-passenger)	..G\$5,475
Club Sedan (5-passenger)	..G\$5,520
Sedan (7-passenger)	..G\$5,735
Sedan Limousine (7-passenger)	..G\$5,835

The above prices are in U.S. Currency and are for delivery ex garage, Hongkong. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
88 Wong Nei Chung Road, Happy Valley.

Ideal for Cross Country Jaunts



At the end of your first cross-country trip in the Erskine Six Tourer you will admit you have had a new and delightful motoring experience. Long semi-elliptic springs, equalizing 82% of the total wheelbase cradle passengers and car from the shocks of the road.

It is ingeniously designed to accommodate five full-grown people with plenty of head and leg room. In driving you will find it steers as easily as a bicycle, with perfect control provided by mechanical four-wheel brakes.

The Erskine climbs or 11% grade in high gear. It attains 60-mile speed quickly and smoothly. Its advanced, L-head engine accelerates from 5 to 25 miles speed in eight and one-half seconds. This little aristocrat of the fine car field also offers an advanced type of operating economy—tests show 30 to 35 miles per Imperial gallon of petrol—1000 miles per gallon of oil.

See the Erskine Six today—make your own tests—make them exactly. The able, sturdy performance of the Erskine Six will delight you.

THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

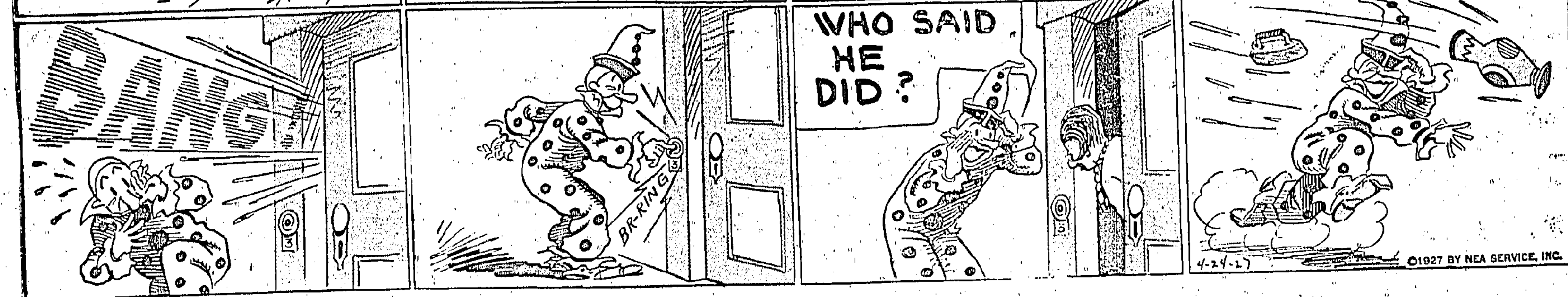
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ERSKINE SIX

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UoUo the Jester

By Jim AVERY



SALESMAN SAM



WHITEWAYS FOR STANDARD VALUES

MIXED GRILL

A Merry Miscellany

Ashley Sterne

An American doctor has struck out in a new line for a medical man. Addressing Rutherford (New Jersey) Rotary Club, he gave his audience a number of hints, not on how to keep well, but on how to be ill.

And now that a precedent has been established, I can foresee other folks whose livelihoods depend on the ills and woes of mankind bursting forth in similar manner. Undertakers will circularise us with suggestions as to the most effective and convenient methods of demise. Officials of the Bankruptcy Court will offer us hints on how most efficaciously to ruin ourselves. Opticians will issue instructions on how to contract astigmatism, and the manufacturers of cosmetics will tell us how best to become hideous and repulsive, while plumbers will advise us on the matter of thoroughly congesting the drains.

In this connexion I may mention that my young friend, Mr. Beasley Tasher, so widely known as the Plumber's Poet, has just published an admirable little volume entitled "How To be a Poet." It contains one of the most lucid and instructive accounts of how not to be a poet that I ever read.

At a recent auction sale a bird's egg was sold for £15. On making some subsequent inquiries as to what species of bird the egg belonged to, to command so high a price, I learned that it was an egg of the original bird which was worth two in a bush. I must attend some of these auctions of curios. I have long wished to possess the original rolling stone that gathered no moss.

Old Professor Barnum Crumplett seems to be making rapid progress as a mahatma. The other night (he tells me in a long letter from Bombay just to hand) he succeeded in projecting his astral body. He had spent the whole of the evening in the cocktail bar of the Smuji Hotel. He admits to having from time to time refreshed himself, since he finds his powers of deep meditation on spiritual matters greatly enhanced by dry Martinis; but as I stated last week he is leading a very abstemious life, except merely in the matter of food and drink. Anyhow, on retiring to bed he went to the dressing-table as usual to comb his whiskers, when he distinctly saw two images



of himself in the mirror. He adds that this could not possibly have been a delusion, as he carefully counted them on several occasions, and always made them come to two. "To be able to project my astral body, if only for an inch or two, after but one week's practice," he concludes, "encourages me to think I shall soon become a very powerful mahatma. I shall then issue a Challenge to the present Mahatma-in-Chief, Dam Ras Khal, for the World's Astral-Body-Projecting Championship."

Talking about Crumplett, however, I shouldn't be in the least surprised to receive a frightfully sudden cable from him that he has chucked the mahatma business and gone blimbling off to Bilaspur State in the Central Provinces to examine the fossilised remains of the mil-

lion-year-old skull of an ape, which Dr. Pilgrim of the Indian Geological Survey, recently discovered there. What Crumplett doesn't know about apes' skulls isn't worth knowing, notwithstanding that envious rivals declare that what he does know isn't worth knowing either. Crumplett has examined the skulls of all the fossilised apes which have been discovered during the last thirty years, and has been greatly struck by their similarity in shape and size to his own. From this he evolved the theory that he himself was the Missing Link which anthropologists had for so long been searching, and he prepared a long paper on the matter which he wanted to read before the Royal Society. The Royal Society, however, told him that they did not wish to put him to the trouble of reading his paper, as it would be quite sufficient for the purposes of his argument if he just walked on to the platform and showed himself to the audience.

"The white loaf," says Sir William Arbuthnot Lane, "is utterly insufficient to support life." All the same, Sir William, I have seen a slice of it support a bit of ripe gorgonzola, and if that's not life, what is?

Summum Bonum.

The day was very dreary and the skies were overcast; And my best girl hadn't written me for nigh a fortnight past; I'd that horrid sinking feeling both in body and in mind, And a lot of other troubles of a disconcerting kind. A letter from a heartless, greedy, grasping landlord, who, informed me that last quarter's rent was two weeks overdue; A huge bill from my tailor asking something on account, And another from a bookie for a further large amount, Then on top of these catastrophes Fate yet another brought; I received a jury summons for the local Coroners' Court! "O, misfortunes don't come singly, but in a market-bunch," I muttered, as I took my hat, and tumbled off to lunch. A little hour later, and my troubles all were o'er; Gone was my depression; I was Ma's bright boy once more; Forgotten were the incidents of sorrow and of pain, For I'd had some young asparagus, and life was good again!



Nature Notes.

The double-crested bog-tweeder (or lesser spillo) has been heard on Hackney Marshes. A piebald pikeperch (or blotched gunting) has been seen in Kensington Gardens. 487 more cuckoos yesterday arrived in England from wherever it is cuckoos go to hibernate. A bee was observed to be swarming freely in a field near Rickmansworth yesterday. An early stinkwort has been found in full bloom in a hedge at Chipping Sodbury. A stuffed albatross in the hall of a Margate boarding-house has, after twenty-years, just laid its first stuffed egg.

COLONIAL AFFAIRS.

QUESTION OF INFORMATION DISCUSSED.

London, May 13.

The question of improving machinery for making trade concessions in various colonies better known to the people of this country and of extending information of the raw productions of the colonies and the commercial varieties and requirements of the colonies, was discussed at the Colonial Conference to-day.

In this connexion there was a discussion on the usefulness of the work of the Imperial Institute at South Kensington, in London. There was general agreement that the work of the Institute was of immediate value, and served as a clearing house of information, though it was felt that if the Institute were more centrally situated in London it would be visited by larger numbers of people.

It was also shown that firms who desired to exploit a raw material, found that the Institute provided useful information as to its commercial potentialities.

PROFESSOR PISLER.

FINAL PERFORMANCE TO-NIGHT.

At the Lee Theatre last night Professor Pislér gave another demonstration of his occult powers. To-night at 9.15 he gives his final performance, and all should avail themselves of this opportunity to see him. The wonders he performs have to be seen to be believed.

"Spell-bound" in the S.C.M. Post was quite correct when he stated that the Hongkong public are not giving the Professor the support he merits, so wake up Hongkong, and see this last performance of the professor's to-night at 9.15 at the Lee Theatre.—Contributed.

Discussion took place on existing and future trade agencies in London. The question was debated how far it would be possible to concentrate and centralise various agencies where they represented colonies in one part of the world, like West and East Africa, and where they lend themselves to grouping.—British Wireless.

NANKING MILITARY CONFERENCE.

FENG'S PLEDGE TO HELP CHIANG.

LOYANG TO BE ATTACKED.

An important military conference was held in Nanking under the chairmanship of Gen. Chiang Kai-shek during the week-end, according to advices just received here. The aim was to formulate plans for the continuation of the Anti-Northern Punitive Expedition and, after lengthy discussion, it was resolved (1) that a delegate should be sent to interview Gen. Yen Shih-shan, Tupan of the Model Province of Shansi, and Marshal Feng Yu-hsiang and secure their co-operation; and (2) that Gen. Ho Ying-yin, commander-in-chief of the Eastern Army Route, should be vested with full authority to attack Marshals Sun Chuan-fang and Chang Tsung-chang.

In a lengthy telegram to Gen. Chiang on Sunday, Marshal Feng Yu-hsiang said that he was despatching a large number of his troops to attack Loyang, Marshal Wu Pei-fu's stronghold, via Tungkuan, but that he himself would remain in Shensi to direct operations from the rear. The Christian General pledged his allegiance to Gen. Chiang and promised to co-operate with him, but urged him at the same time to continue the expedition against the northern militarists.

Marshal Chang Tso-lin is also reported to have sent a personal representative to Shansi to persuade Gen. Yen Shih-shan to remain loyal to the Fengtien cause. In view of Shansi's geographical position, the Model Tachun's attitude is being watched with much interest. It was due, it will be recalled, to Gen. Yen's assistance and his allegiance to the Fengtien party that Marshal Feng Yu-hsiang and his troops were driven from Peking last year.

The Nationalist Government in Nanking has appointed the following men to take charge of the funeral arrangements of the late Dr. Sun Yat-sen: Dr. Wu Chao-chu, Gen. Chiang Kai-shek, Gen. Wu Te-chen, and Messrs. Yang Heng-fuh, Teng Shu-yu, Chen Chun and Koo Ying-fun.

THE COLONY'S FINANCES.

EXCESS OF EXPENDITURE OVER REVENUE.

The financial returns for 1926 of the Colony of Hongkong, which have now been gazetted, show a reflection of the times through which we are passing.

The actual revenue for last year was \$21,131,581.64, compared with \$23,244,364.94 in 1925, showing a net decrease of \$2,112,784.30.

The actual expenditure in 1926 was \$23,524,715.94, compared with \$23,256,817.94 in the preceding year, this reflecting the economy introduced by the Government.

However, the expenditure last year, it will be observed, exceeded the revenue by \$2,393,134.30.

AMERICA'S RUBBER PRODUCTION.

BIG OUTPUT OF TYRES REPORTED.

New York, May 13.

The tyre output of the United States in March was the largest in the history of the industry.

The Rubber Association's figures show that the tyres produced totalled 6,349,000, and shipments were 5,781,000. Stocks in hand total 11,792,000.

The Department of Commerce reports that the production of reclaimed rubber last year was 180,000 tons, and the consumption was 164,000 tons, compared with 141,000 and 137,000 respectively in 1925.—Reuter's American Service.

The Great Northern Railway Station at Londonderry was the scene recently of an attack by a young man on a girl, whom he slashed in the throat with a razor. The girl, Florence Power, aged 24, a native of Dundalk and employed in a city drapery establishment, was meeting her sister at the train, and both went to the ticket-office to inquire about holiday train arrangements when the man drew a razor across her throat, inflicting a deep gash. As the girl collapsed her assailant fled and flung away the razor. He was pursued by a ticket checker. Later a man was arrested and taken to Victoria Police Station. Miss Power was taken in a critical condition to the City Infirmary.



She'd Adore A Wrist Watch

WE PREDICT: That you will chose for her a dainty wrist watch at Ullmann's. That she will thank you from her heart. That she'll be proud to wear such a beautiful gift. That you will be grateful for this prediction—from Ullmann's.

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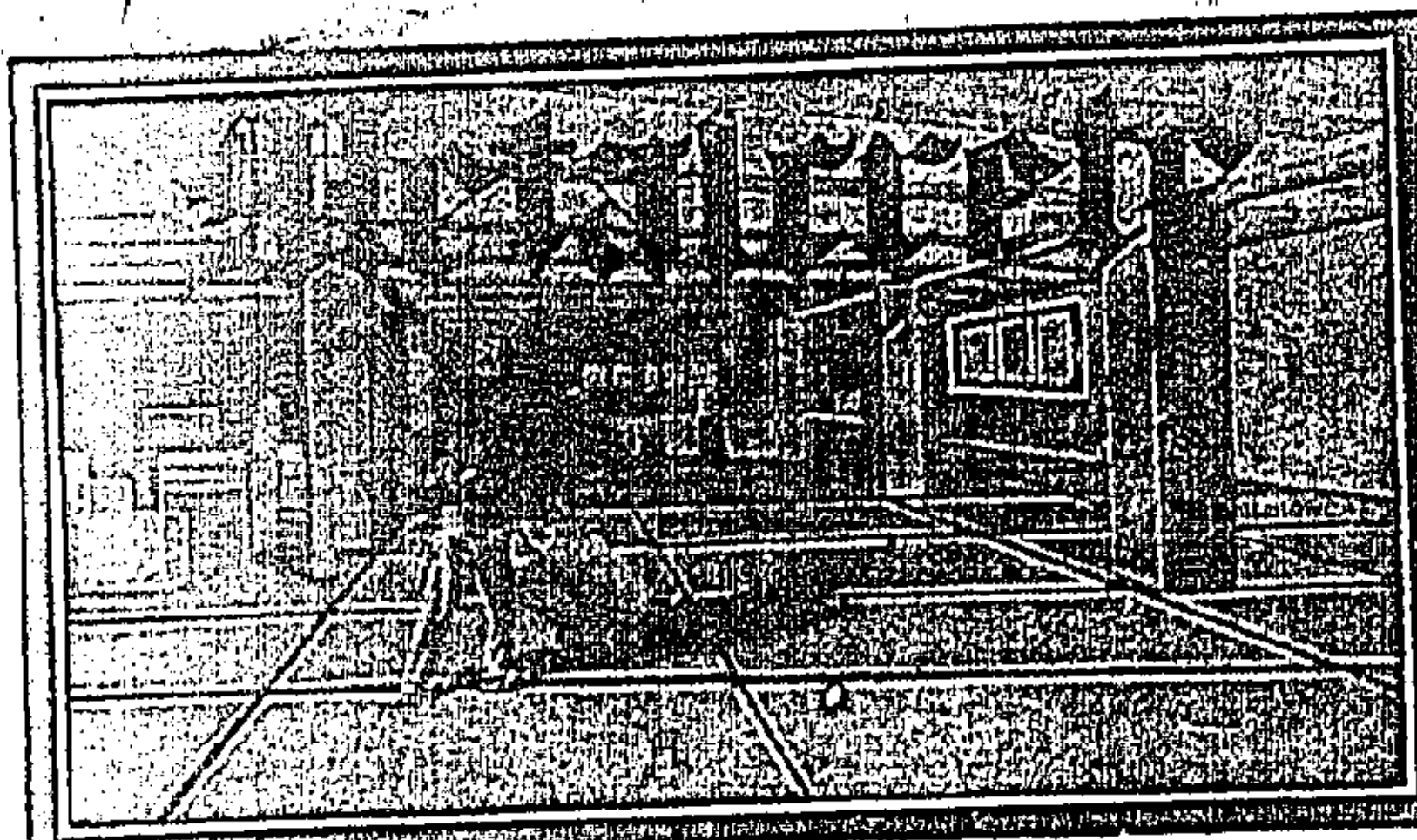
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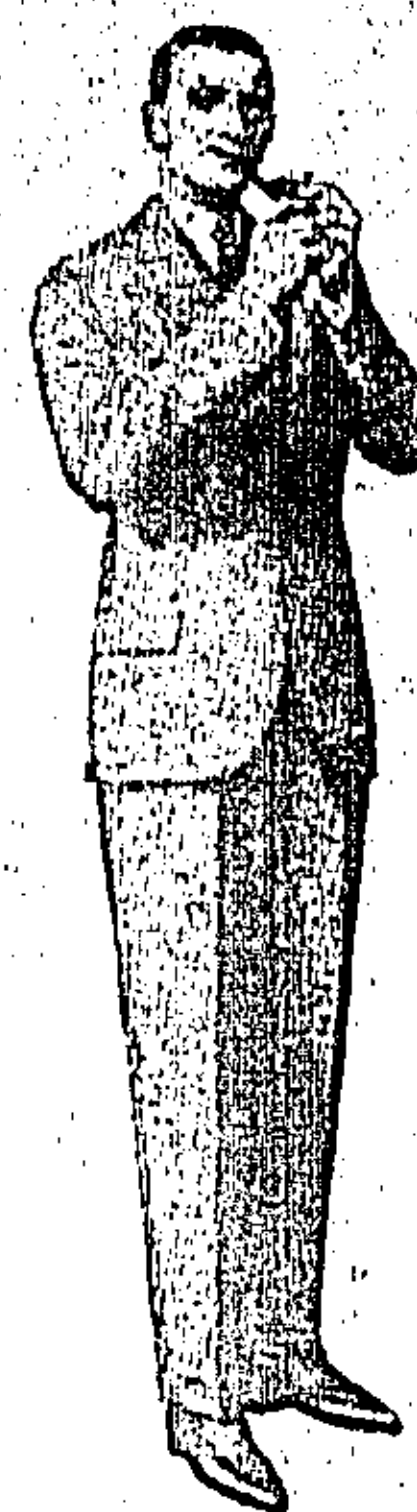
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Before placing your order for Summer Suits, Coats or Trousers you should see the selection we are showing. It is larger and better than ever before. There is a delightful range of Palm Beach Cloths from \$25.00 per suit which are guaranteed for Washing and Wearing.

NEW CLOTHS IN
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Wm. POWELL Ltd.

The Tailors and Outfitters.

12, DES VOEUX ROAD.

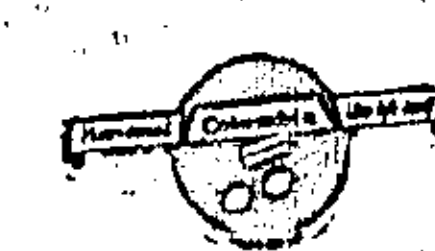
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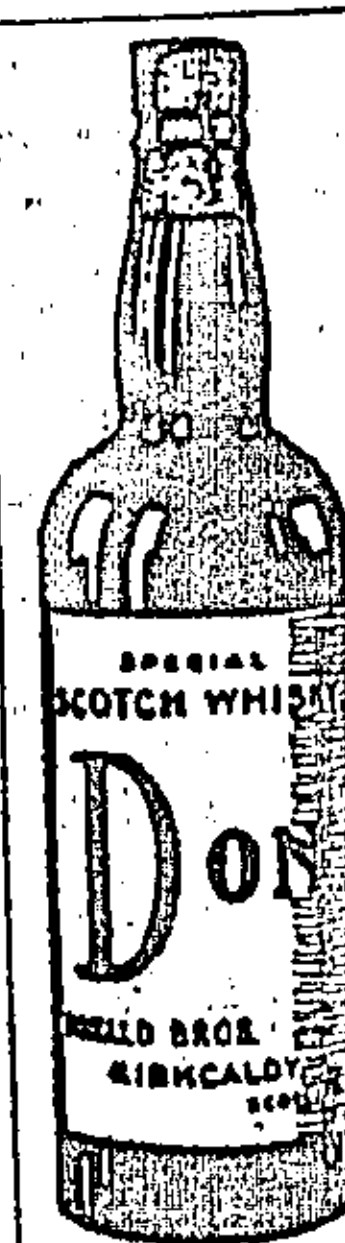
The Viva-tonal—Columbia



Listen for the Difference at

THE ANDERSON MUSIC Co., Ltd.

12, St. George's Building.



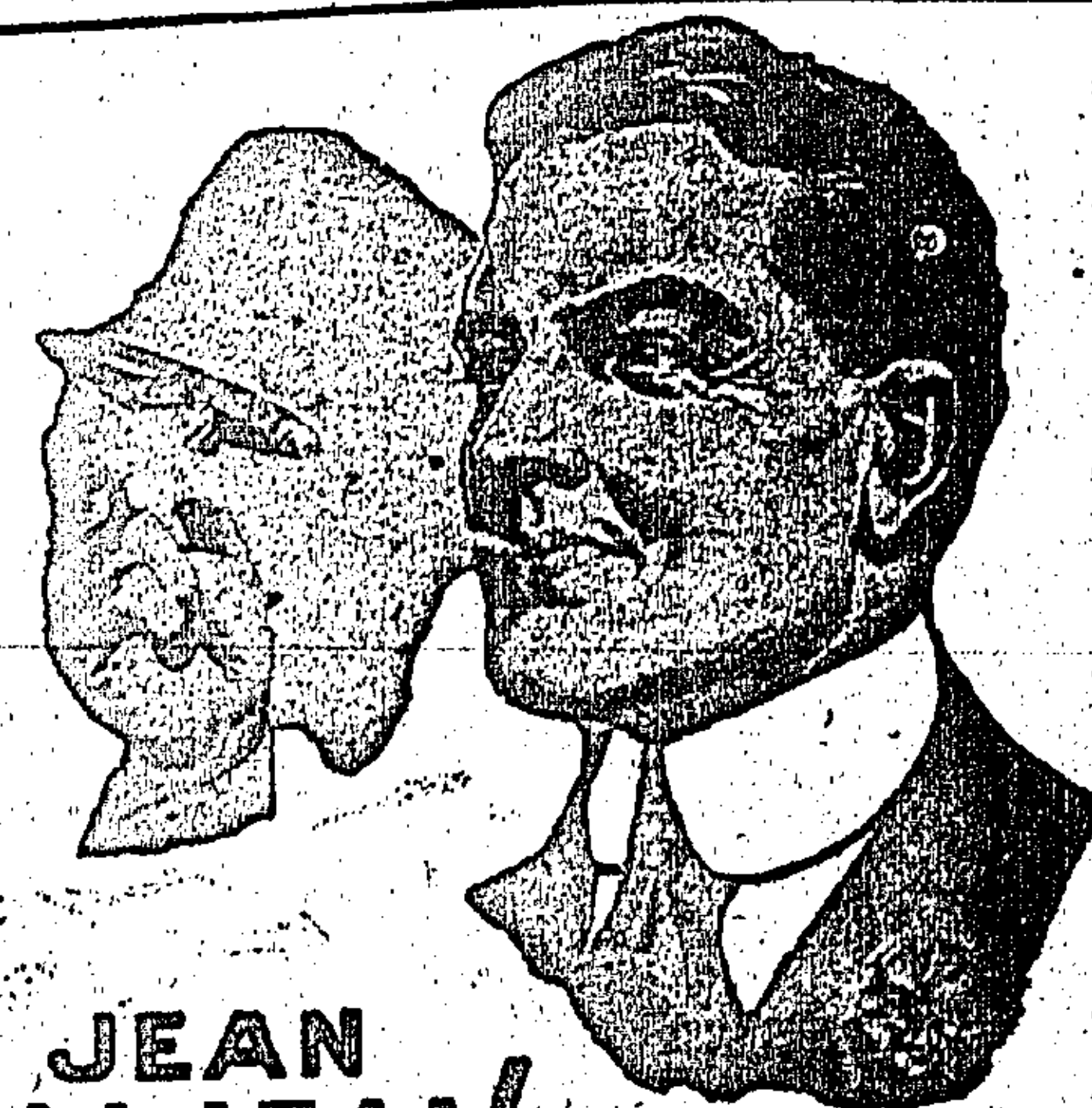
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The flavour and excellence of DON is the secret of many generations of distilling. You have missed DON since the war, but now it is back to you again—exactly the same quality as before. You will not be disappointed!

At your club or store.

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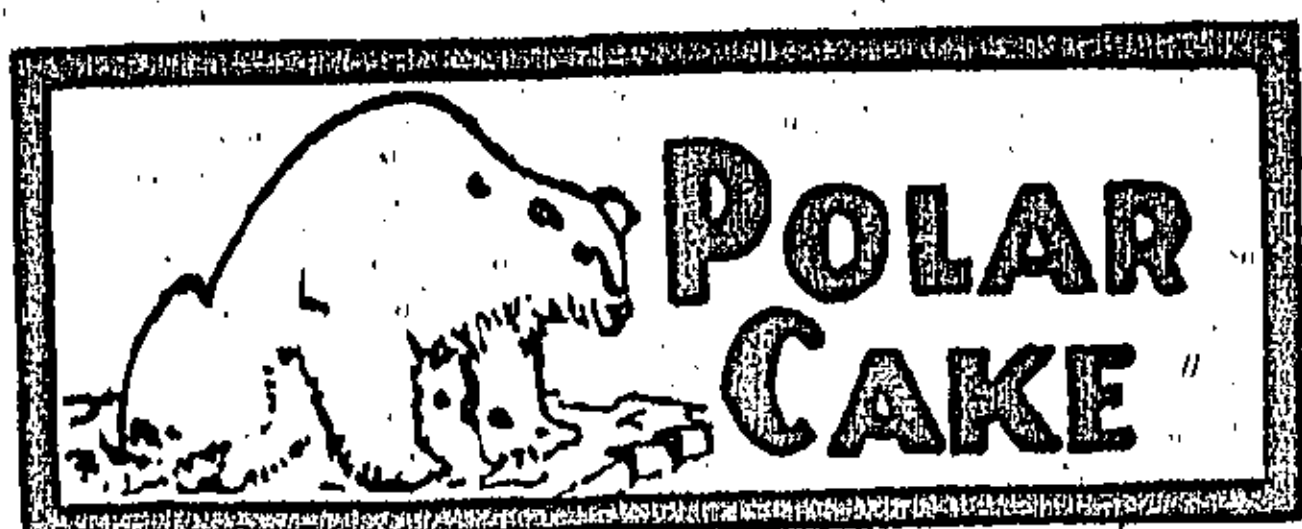
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"POLAR CAKES"

Chocolate coated Ice Cream Bars

we have opened a store at 96 Nathan Road,
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CENTRAL 3888.

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H. K. V. D. SMOKER.

(Continued from Page 5.)

He was also grateful to all
those who had so kindly sub-
scribed to their prize fund, the
result of which they saw in the
shape of cups and trophies on the
table.

Their rifle meeting had been a
success, and had attracted a
greater number of entries than on
any previous occasion. Sergt.
Major Westlake, Gunner Frith,
and Company Sergt. Major
Stewart had put in all the spare
work in connexion with the rifle
meeting (applause).

Concluding, the chairman said
finally and on behalf of the Corps
he wished to thank His Excellency
General Luard for honouring them
with his presence, for the assist-
ance received from him and the
whole of his staff, and for consent-
ing to distribute the prizes.

Prizes Distributed.

His Excellency then distributed
the prizes after which he said he
appreciated what Col. Bird had
said with regard to himself and his
staff. They were always ready to
assist the Corps in any possible
way.

With regard to musketry, he had
always been interested, and he ap-
preciated what it meant to win
musketry prizes. There were
quite a number of people present
who, no doubt, could shoot in an
ordinary way, but before they
could win prizes they had to prac-
tise and keep fit, and take an ex-
ceptional interest in the game.

A point that had caught his at-
tention that evening was that
rather too many prizes had gone
to one or two units, and it seemed
to him that they had not been quite
sufficiently divided. The En-
gineers won several prizes, and
the Scots won even more (ap-
plause). Although he knew that a
Scot was always a good shot he
did not admit a Scot was better
than anyone else (laughter), but
he thought the Scot had shown
that he had practised and taken
more trouble than anyone else.
He would like everyone to aim at
beating the Scot (applause).

Concluding he said he would
like to say how extremely pleased
he was to give away the prizes,
and assured them that anything
he could do for the Corps, he would
be only too pleased to do it (ap-
plause).

Three rousing cheers were then
given, and toasts were heartily
drunk from the silver cups.

Trophies and Winners.

The trophies and winners are
as follows:

Nathan Cup for Efficiency.—
Won by the Artillery Coy.

Commandant's Cup for Mus-
ketry.—Won by the Engineer
Company.

Lugard Cup for Field Firing at
Unknown Ranges. Won by the
Engineer Company.

Commandant's Cup for Kirk-
patrick Scheme.—Won by the En-
gineer Company.

Blake Shield Competition.—
Won by No. 5 Platoon, Corpl. C.
Young, Pte. K. C. McLennan, Pte.
G. Nisbet and Pte. G. R. Maskell.
Special Prize:—Pte. G. R. Maskell.

Francis Cup Competition.—Won
by No. 5 Platoon, Capt. D. C.
Logan, M.C., Pte. K. C. McLennan,
Corpl. C. Young and Pte. G. R.
Maskell.

Tile Competition.—Won by No.
1 Platoon, Lt. A. H. Penn, Pte.
A. W. Hayward, Corpl. A.C.I.
Bowker and Pte. J. R. Collis.

Jar Competition.—Won by the
Engineer Company Field Section
"B" Team, 2/Lt. R. S. Logan, Spr.
A. J. Wadmore, Corpl. E. S. Carter
and Spr. C. Strange.

Attack Competition.—Won by
No. 5 Platoon, Leader:—2/Lt. A.
Mackenzie, Corpl. C. Young, Pte.
K. C. Boulton, Pte. G. R. Maskell,
Pte. J. A. Watson, Pte. K. C. Mc-
Lennan and Pte. A. H. Maxwell.

Musketry Competition. 1st—
Capt. D. C. Logan, M.C. 2nd—Pte.
K. C. McLennan, 3rd—Corpl. C.
Young.

Corps Championship.—1st Spr.
H. F. Westlake, 2nd—Pte. K. C.
McLennan, 3rd—L/Corpl. D.E.G.
Nicholson.

Tyro Competition.—1st Pte.
M. G. Mills.

Revolver Competition (Open).—
1st—P. O. Fleet, W. 2nd—P. O.
Wells, W. H.

Revolver Competition (Corps).
—1st—Lt. A. M. Thornhill, 2nd—
Corps S/Major H. Westlake.

Lewis Gun Competition.—Won
by No. 1 Platoon, 2/Lt. S. Jarvis,
M.C., Corpl. A.C.I. Bowker and
Pte. J. R. Collis.

Reserve Challenge Cup.—1st—
Pte. G. E. Stephens.

Thanks were expressed to the
following:—Hqn. Mr. D.G.M.
Bernard, Mr. Henry Humphreys,
Mr. R. M. Dyer, Mr. G. M. Young,
M.B.E., Hon. Mr. H. W. Bird, Mr.
J. A. Plummer, Mr. R. G. Shewan,
Mr. J. H. Taggart and Mr. T. G.
Weall.

QUEER TAXES.

SOME FORMER BUDGETS.

The Budget in its present form
of a balanced annual account of
national income and expenditure
was first presented to Parliament
in 1822. Customs excise, and
various licence duties then pro-
vided the bulk of the revenue, but
one interesting item, figuring
under the head of "Other Re-
sources" was: "Lottery, surplus
receipts, after payment of lottery
prizes, £219,139."

Until 1793 the nation's financial
year began on October 11—old
Michaelmas Day. The date was
then changed to January 6. In
1832 the Chancellor of the Ex-
chequer asked for supplies for a
year ending on March 31, taking
five quarters in one year—the idea
is enough to make Mr. Churchill's
mouth water—and March 31 has
been the closing date ever since,
though it was not till 1854 that it
was thus finally fixed for all finan-
cial purposes of the State.

Budget really means a small
box. The Budget derives its
name from the despatch case, green
in the old days, red now, in
which the Chancellor brings his
secrets to the table of the House
of Commons. To this day he is
said to "open the Budget" when
making his announcement of new
taxes.

On March 11, 1842, Sir Robert
Peel, for the first time in our
modern financial history, intro-
duced the income tax. (It had
previously been in existence for
a few years during the Napoleonic
wars.) Peel fixed it first at 7d.
in the £ and promised to repeal
it in three years. What a hope!
It has been in existence ever since,
but was once as low as 2d. in the
£.

The year 1894 is also memorable
in financial history, for it was then
that Sir William Harcourt first im-
posed the death duties. "The
dead hand," said he, "is a creation
of the law. No one has any
right to property after his death.
The State shall say how it shall
pass. And the successor to it
shall pay the new death duty."

Chancellors seeking new sources
of revenue may be led to reflect
that even in taxation there is noth-
ing new under the sun. Chimneys
and windows were once taxed, and
the impost on the latter continued
till 1851, when Lord Halifax
changed it to the House Duty.

Raisins were taxed during the
Commonwealth because the Puritans
disliked plum puddings. Pitt
taxed hair power in the days when
men wore pig-tails; it was known
as the "guinea pig tax." Men
first adopted the "Eton crop" to
evade it. War with France was
the cause of the tax on dogs.

Hats were taxed once, and had
to bear a revenue stamp; so were
gloves, mittens, almanacs, per-
fumes, tooth-powder, glass, stone
bottles, and bricks. For every
gold watch, then slung round his
neck on a chain, a man once had
to pay ten shillings.

Bachelors and widowers were
taxed from 1695 to 1706, but pre-
sent-day advocates of a similar
impost will be grieved to learn
that the same Chancellor imposed
duties on marriages and births.
To take an example: a bachelor
duke had to pay £12 11s. a year;
if he married he had to pay a lump
sum of £50. 4s. Less exalted folk
got off more lightly.

Pitt, who seems to have been
most prolific in new ideas for
squeezing the citizens, taxed
female servants at the rate of 2s.
6d. for one and 10s. each for three
or more, and made every shop-
keeper pay a special tax based on
his rental.

Glastone delivered the longest
budget speech on record; it lasted
for five hours. Sir Austen Cham-
berlain (then Mr. Austen) holds
the record for close budgeting.
When Chancellor in 1904-5 he es-
timated the revenue in advance at
£143,390,000, and the amount actu-
ally realised was £143,370,000.

The Budget first exceeded £100-
000,000 in 1895. The last pre-war
Budget, in 1914, was the first to
exceed £200,000,000.



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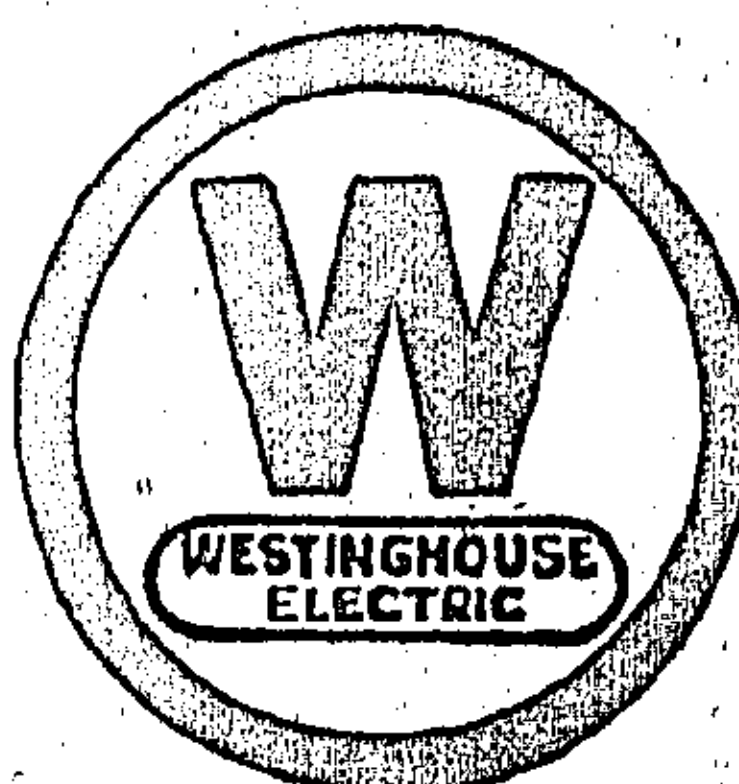
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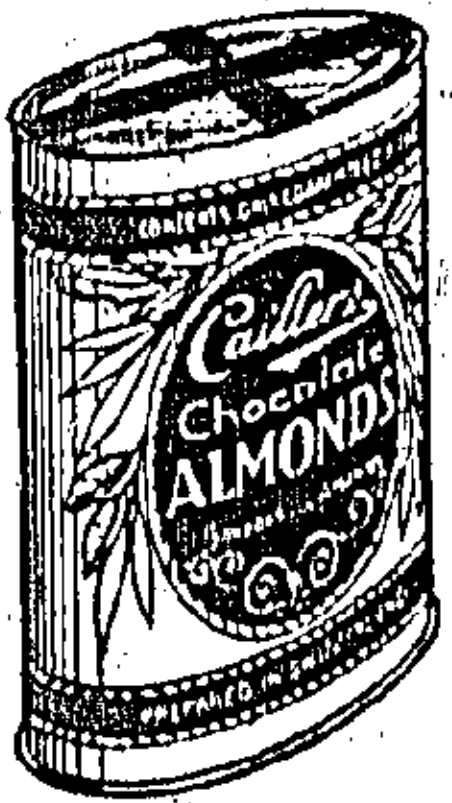
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WOMAN'S WORLD



FRESH ARRIVALS



ON SALE EVERYWHERE



The winner of an unbobbed beauty contest in Paris.

ENGLISH BEAUTY.

How does the English girl compare for good looks in the world to-day? How does she compare with the Frenchwoman, the Hungarian, the American, the Scandinavian, the Spaniard?

There is no absolute criterion of beauty. A happy few will be acclaimed beautiful by all at all times, but the criterion is neither flawlessness of feature nor texture of skin. There are Scandinavians with flawless, insipid faces. There are Californians with lovely colouring and no profile.

Lasting Looks of English Girls.

One point can be made at once in the English girl's favour. She lasts. This seems not to be due to her heterogeneous ancestry for, by analogy, the American girl of Anglo-Saxon origin should last, and the American girl rarely does so. She becomes remarkably "well preserved." Open-air life seems a better reason for Miss England's durability.



One of the modish "little frocks" in black chiffon taffeta. Its trimming consists of lines of narrow ribbon in gold, blue and red.

I will say that the "milk and roses" English girl at her best is unbeatable, peerless even, and I shall, of course, be open to a charge of bias.

During forty-two crossings of the Atlantic Ocean, however, I have received remarkable testimony about English good looks from travelled women of other races, particularly American. "English beauty is just marvellous!" I have heard. And then, as a rider: "But your girls are not nearly always beautiful!"

Charms of America Types.

That is perfectly true. We have not enough of the world's most beautiful type. The average American girl is better looking than the girls of most nations for the matter of that. A very large percentage of American girlhood is "pretty," from the debutante to the ten-cent-store flapper.

In a country as large as America one distinguishes definite types. A languorous drawl matches the soft eyes of the Southerner. The Easterner's beauty, like her voice, though clear-cut, can sometimes be a trifle hard, and her thorough make-up enhances this, to my mind. The cheek of the Californian is like nothing so much as a peach, round and full of colour, while her hair is simply captured sunshine.

A factor that helps the American girl is that she dresses to perfection. She is occasionally ugly (a sign of character), but because she dresses well she is never just "plain." In England girls do not always dress well. Economic conditions often make it impossible. The New York business girl and the shop girl too are the last word in chic.

Latin Vivacity.

Paris rules the world's fashion, yet French beauty, again owing to economic conditions, cannot always be dressed as well as American. Where the French girl scores is in the care she takes of her face. By her own efforts she makes of herself what Nature makes of the English girl. In a different way, she lasts.

As for her beauty, who shall say that her mouth is too small, her eyes too large, for beauty? She is Latin, and alive. Still, I have seen most perfect features in the Rue Royale.

The Eyes of the Spaniard.

A more truly Latin beauty is the Spanish, perhaps the most striking in the world. It is not flawless, as ours. Nostrils are too wide sometimes, mouths too large. One feature of the Spaniard holds you—her eyes.

In the meeting places of Europe she is like some wild flower set in a leger in a garden of trained blossoms.

Speaking of meeting places, every great national city seems to have its rendezvous of beauty. Paris has its Rue Royale; Vienna its Krantz; Budapest its Cafe Gerend.

London, March 31.
Whatever colour you may select for the model Stephanie has sketched, it is an elegant little frock, and suitable for practically every occasion except bathing, or a full evening dress affair. I am glad to see a return of frills and pleating, because it modifies the "stove-pipe" aspect which is leading masculine writers to advertise their lack of penetration by saying that women are all becoming alike... and so on. (As if women would ever become alike.) As I write, a thought strikes me. This little frock would look perfectly lovely executed in black georgette, and adorned at the waist with a brilliant buckle. In such case it could be utilised for semi-evening wear, and would be a most effective addition to your wardrobe. If, after perusal of the foregoing, you can find any good reason for not immediately investing in such a frock, I shall be surprised; any reason, I mean, except the usual one of lack of the wherewithal.

Try This!

I wouldn't go so far as to say there are a number of women like myself, but I go to the extent of suggesting that there are one or two: poor ignorant souls who always earn the unmitigated scorn of domestics by brightly suggesting "a nice vegetable marrow" with fish, or something unsuitable. For the benefit of these poor souls, then, and for my own benefit, I have gone to great pains to acquire special menus suitable for at least three months of our year. I give you hereunder suggestions for a different dinner every day of the week, which you can modify, or "Adapt and Improve" in accordance with the Prince's slogan.

Monday: Tomato Soup, Fried Sole, Mince Beef, Potatoes and Sea Kale, Jam Tart and cream. Tuesday: "Calves" Liver and Bacon, Mashed Potatoes and Turnip-tops, Stewed Prunes and Custard, Welsh Rarebit. Wednesday: White Soup, Cutlets with Boiled Potatoes and Cauliflower au Gratin, Sweet Omelette. Thursday: Rissoles with Mashed Potatoes, Castle Pudding and Jam Sauce, Macaroni a l'Italienne (which interpreted is quite ordinary Macaroni Cheese). Friday: Scotch Broth, Stuffed Plaice or Fried Whiting, with chipped potatoes, Apricot pudding. Saturday: Oxtail Soup, Cold Ham and Tongue and Salad, Cornflour Pudding.

"Pocket Venus."

The Austrian beauty, and South German generally, has more charm than the Prussian. The "Pocket Venus" abounds in Vienna. Usually she is dark, but there is not less warmth of colouring in her cheeks for that. Like the Spaniard, she is alive in every pore and fibre, and for that, apart from all else, she is to be remembered.

A racial type about which little is generally known in England is the Hungarian. It is fitting that Budapest, Europe's most beautiful city, should be the home of beautiful women. And so it is. Two months in Budapest was more than long enough to show me that.

The Magyar Strain.

Hungary, of course, is on the fringe of the East, and though the Magyar beauty has been Western, civilised, and Christian for a thousand years, she still reminds one vaguely of the East. Her eyes are dark and strangely beautiful, her skin lit with gold, her cheek-bones a shade more pronounced than those of her Latin sisters.

You see her sipping coffee at Gerend. I have seen her at her best in Count Andrassy's house among the hills, Royalist strongholds, above Royal Buda, in Count Bethlen's home hard by the Palace, and I have seen her in Pest's own Bal Tabarn.

Steaming Up Southampton Roads.

Beauty is everywhere, and as long as we lack a criterion tastes must continue to differ. But, when it comes to journey's end, and to break of dawn in Southampton Roads—when all is said and done, in fact—this English beauty is very, very good. (By An Englishwoman.)

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

ding, Sardines on Toast, Sunday: (Mid-day) Roast Fowl, Baked Potatoes and Brussels Sprouts, Fruit Tart or Cheese Straws. I can imagine some of your glancing through the foregoing list (which has been compiled with care) and enquiring whether I think you have been left a fortune; but if you dissect it, you will see that it is really quite well within the scope of an economical housewife, and that due reference has been made to the exigencies of Saturday and the inevitable cold meat of Monday.

Is That So?

This week our picture is of a fortunate man who, dramatically speaking, can do no wrong—Mr. Somerset Maugham.

I, like many of my readers, possibly, first became interested in his work from seeing that witty and wicked play, "Our Betters," which became an institution at the Globe Theatre two or three years ago, and in which Miss Margaret Bannerman created a part she has never been able to "live down" since. Then there was his brilliant and eerie play, "Rain," adapted from the most gripping short story I have ever read; also "The Moon and Sixpence," in which we saw Mr. Henry Ainley in a ragged white duck suit, with a bronze body and a duck suit, with a bronze body and a duck suit.

Monday: Tomato Soup, Fried Sole, Mince Beef, Potatoes and Sea Kale, Jam Tart and cream. Tuesday: "Calves" Liver and Bacon, Mashed Potatoes and Turnip-tops, Stewed Prunes and Custard, Welsh Rarebit. Wednesday: White Soup, Cutlets with Boiled Potatoes and Cauliflower au Gratin, Sweet Omelette. Thursday: Rissoles with Mashed Potatoes, Castle Pudding and Jam Sauce, Macaroni a l'Italienne (which interpreted is quite ordinary Macaroni Cheese). Friday: Scotch Broth, Stuffed Plaice or Fried Whiting, with chipped potatoes, Apricot pudding. Saturday: Oxtail Soup, Cold Ham and Tongue and Salad, Cornflour Pudding.

ORIGINAL.



A cute little arrangement suggesting something evolved from the head-gear of the "little corporal," otherwise the Emperor Napoleon. But there is nothing "Napoleonic" about the "shady little brim of the hat, nor the division of the crown and the flowers up the front.

Being made of the lightest and most pliable straw, it is an ideal little chapeau. Leaving aside all the "silly season" writers who assert that milliners are going to rack and ruin because of the tiny and unpretentious hats we are

bookshelf, where it had been for some years, entitled "The Magician." I recollect that it was all about the manufacture of babies in tubes or bottles, or something like that, which made it the reverse of a bed-side book; but strangely enough I never until now knew that the author was the Mr. Maugham of the "brilliant plays. Possibly he himself ranks it as an early indiscretion.

But to return to the play-writing side, as all who have seen any of Mr. Maugham's plays know, he is without any illusions. Now this is interesting, in view of his great successes, because so often aspiring playwrights and novelists are told by people on the "commercial" side—the side which, whether it knows or not, has to be bowed down to, because it has the money—that the public wants sentiment and happy endings; in short, that it wants its back stroked. But Mr. Maugham does not stroke it, and yet people flock to see his plays and be told all about themselves with the veneer off. Whether Mr. Maugham wrote the requisite amount of "mush" before he became powerful enough to tell the truth, I don't know, but it is probable.

The Street of Adventure.

This week I should like to recommend you to a fascinating book by Alfred Ollivant, called "To-morrow" (Alston River). I have not the space at my disposal to tell you all about it—and in any case, you must read it for yourselves—but if you have been "up against" domestic problems for years and years, can you imagine how delightful it would be to have a hand-maiden (a "service-maid" she would be called in this Utopian state of affairs) for ten years; the kind of girl who called you by your christian name, just as you called her by her's, whom you could report to a Council if she did not work properly—and who, by the way, could report you to that same Council if you tyrannised over her to an unwarranted extent; a girl who would work honestly and well for that period of ten years, after which she would be "free," that is to say free to follow whatever occupation her soul yearned for, being out of her compulsory servitude period during the ages of eighteen to twenty-eight? This system would, I suppose, have its drawbacks, but we should be spared the infliction of the lady of aristocratic connexions who "obliges!"

wearing (apropos of which, the prices I have paid for my few little hats give me no reason for believing that it is the milliners who will be ruined!) there is no doubt that the shingle has sealed the doom of the large hat, except for garden-party or shady seaside and country wear: it is no longer a recognised part of the everyday toilette—and a good thing too, for very few women could survive a whole day in a large hat and emerge looking as fresh as we do now after running a comb through our hair and cramming on the little hat once more.

The vogue for matching undergarments with frocks has brought about a demand among flappers for scarlet step-ins or panties edged with tiny ruffles of scarlet chiffon. These are designed for wear under red chiffon evening gowns. While the young girl likes bright shades of red for evening the matron seldom appears in these vivid tones.

Mildew stains are ugly blotches upon which washing with soap and water has no effect. Try this method of removing the marks. Damp a tablet of good yellow house soap and rub well into the stain. When well soaped cover with French chalk and leave in a strong light, direct sunlight if possible. After an hour repeat the process, and a third time, if necessary. This process is invariably successful, and moreover does not harm the fabric, as is the case with more drastic measures.



A typical English beauty—a reason for the popularity of the English stage.

FEATHER FLOWERS.

THE BUTTONHOLE VOGUE.

Imitation simple cottage flowers are to be the vogue for buttonholes this spring, instead of the gardenias, carnations, and roses of yore—although many women will cling to these for all time. Recently I was shown the most perfect imitation of a spray of jasmine, lovely pansies, and violas and kingcups ready for the early spring, all of which are made of feathers. Sprays of convolvulus and of periwinkle and convolvulus mixed are being prepared in the loveliest colours, with trails of kingcups and wonderful sweet peas. Imitation wood violets and lilies of the valley mixed with mimosa make an effective buttonhole, while for another posy narcissi and polyanthus are utilized. In each case the flowers are made of feather.

The tips of goose quills are extensively used in the artificial flower industry just now. It takes forty goose feather tips to make a single carnation! And even an expert takes more than an hour over the work after the preparation and dyeing are done.

All feather flowers, at least all the best ones, are made from goose feathers. The great decorative tiger lilies in gold bowls as well as the spray of violets to be worn tucked in the collar of your coat are made from this plumage. The feathers have to be carefully sorted, scalded, and pressed to begin with, then they are stripped, since as a rule, it is only the tip that can be used. Then every feather that is not perfect is thrown aside and they are made up in bunches for dyeing. Only a few are dipped at a time.

For Home Decoration.

Every year the artificial flower for home decoration grows in beauty, but the best of them have a grave fault—they grow dusty as time passes. The new flower of feather avoids this. The dust can be blown off or flicked away with a tiny feather duster.

Some of the imitations are extraordinarily deceptive. A bowl of Darwin tulips in ruby red and violet-purple with their grey-green foliage would deceive a gardener, and a great vase of hollyhocks in a corner brought back memories of a summer.

For the spring there are bowls of daffodils, narcissi, and iris; for the summer, marguerites, delphiniums, handpainted Madonna and tiger lilies, and especially lovely are the dahlias.

Praise should be given to the young bride who was seen recently, carrying a very original bouquet of flowers. She had arranged her flowers so that they stretched out in fan-formation, achieving a result surprisingly different from the ordinary, conventional bunch. There is but little variety the bride can show in her bouquet, and this novelty-bunch will surely have many replicas. The flowers used to make this graceful decoration were orange blossom, lilies of the valley, and a mass of white heather.



A charming afternoon frock in jade green crepe de chine.

REMEMBER

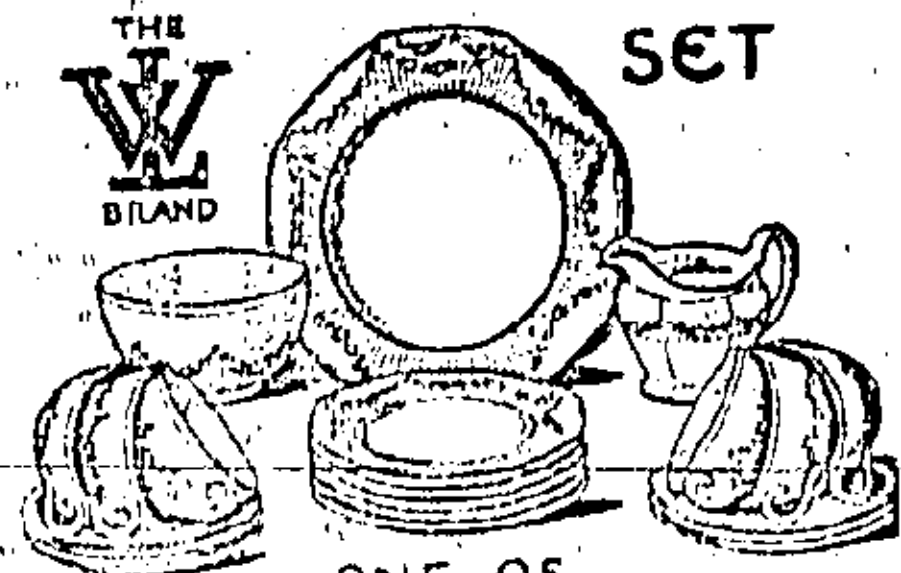
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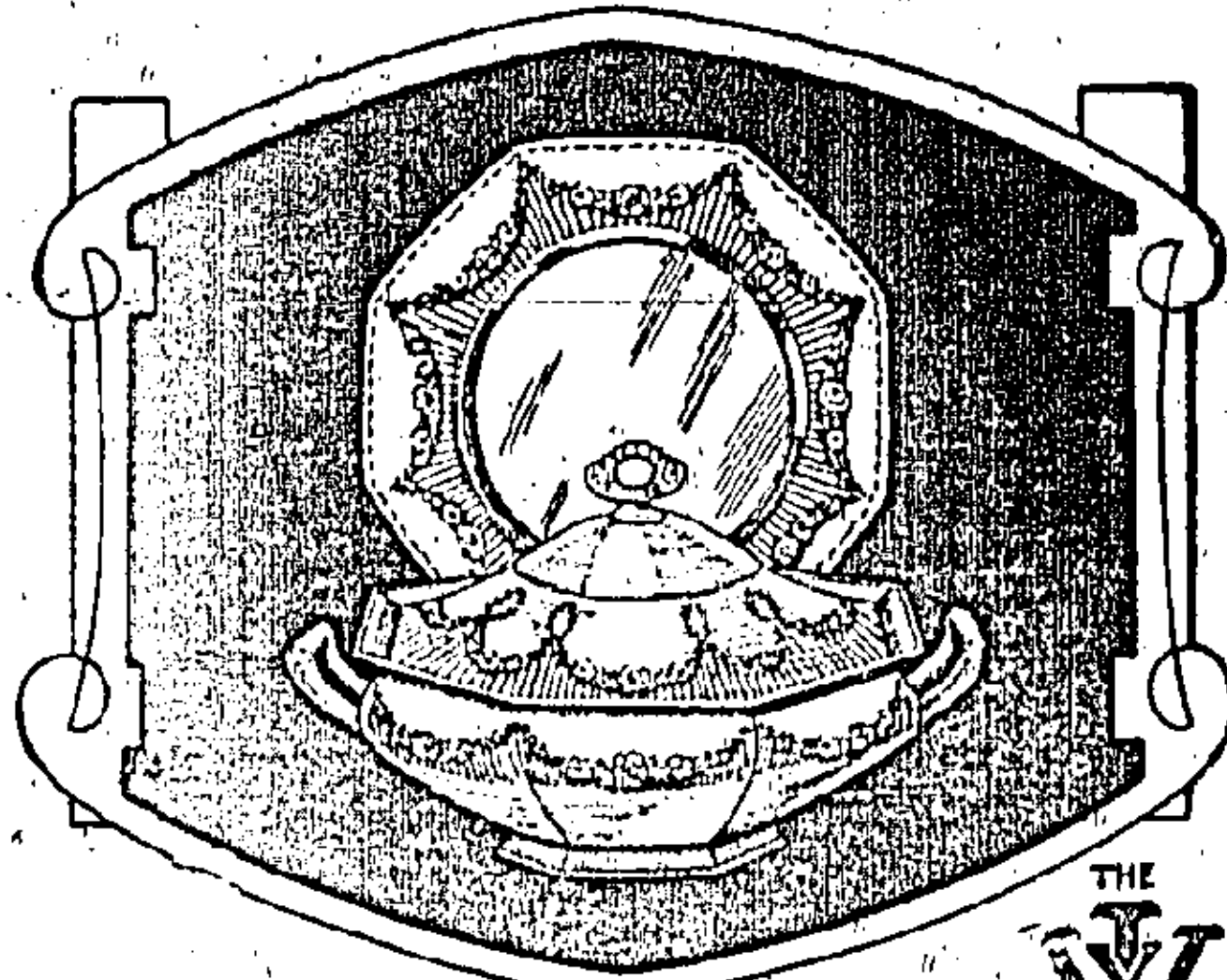
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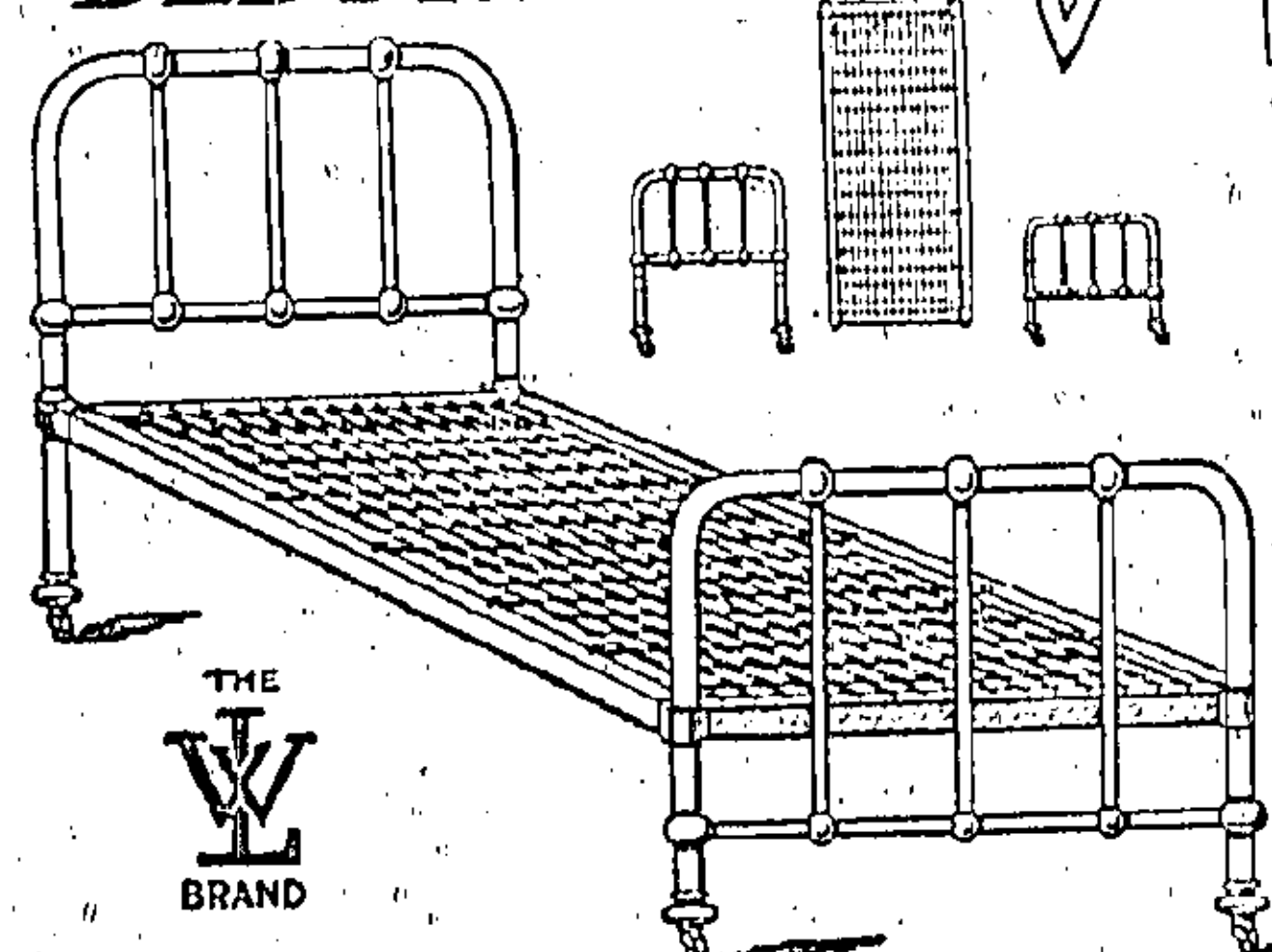


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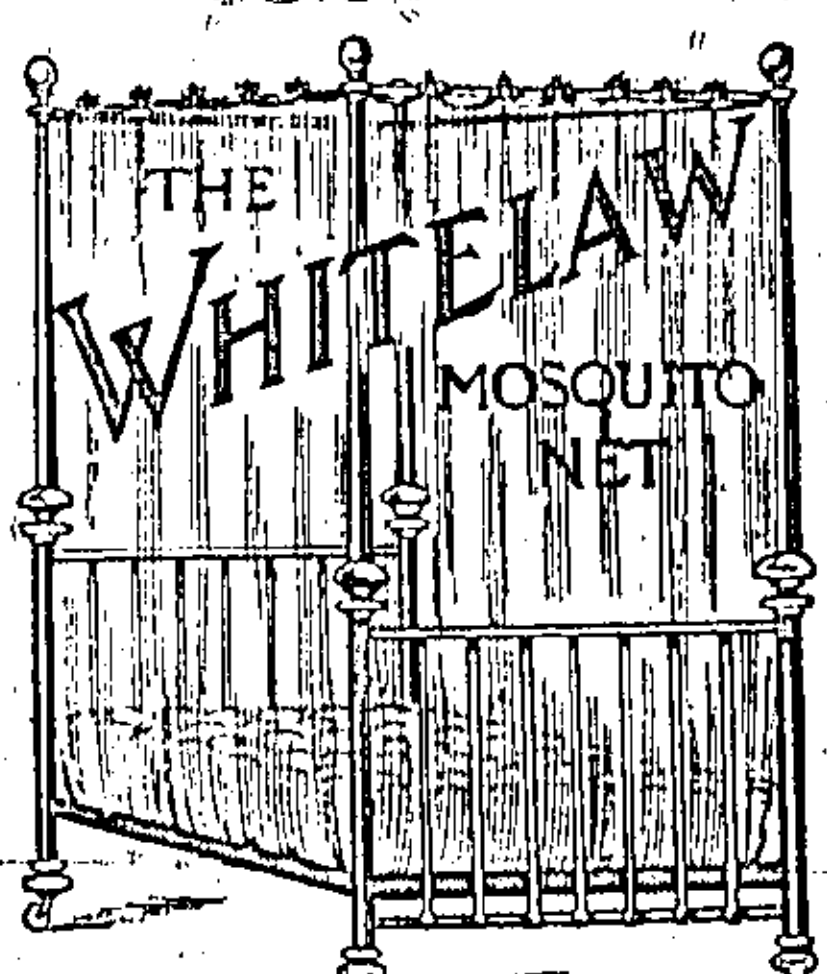
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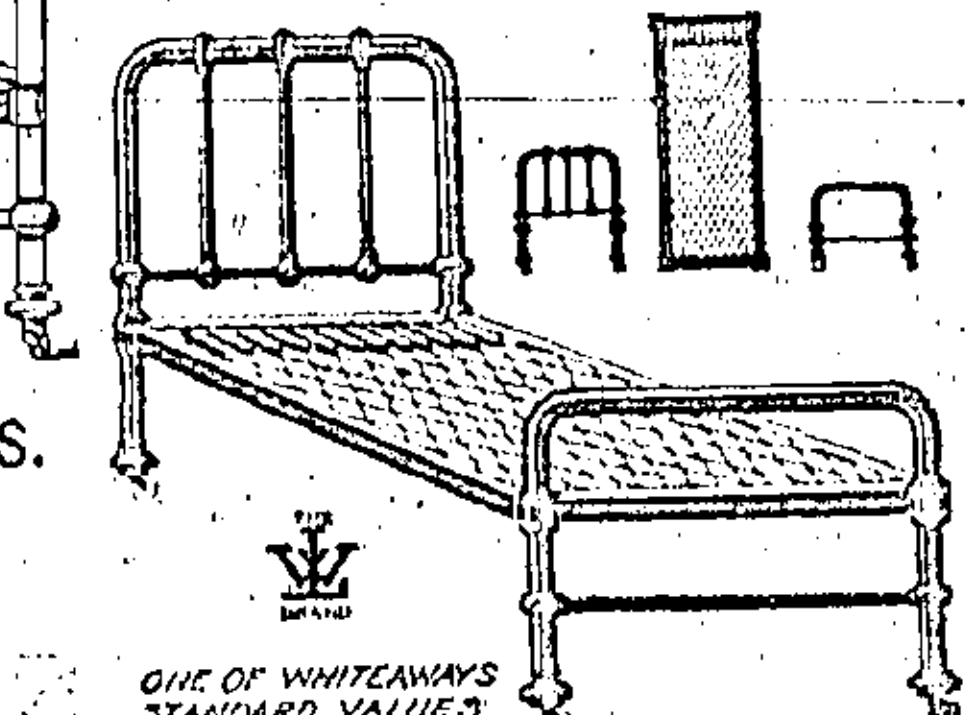
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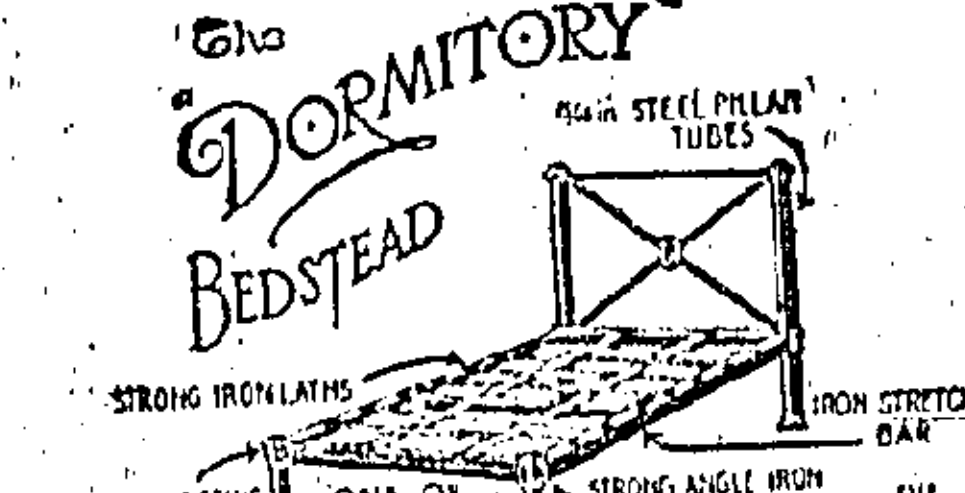
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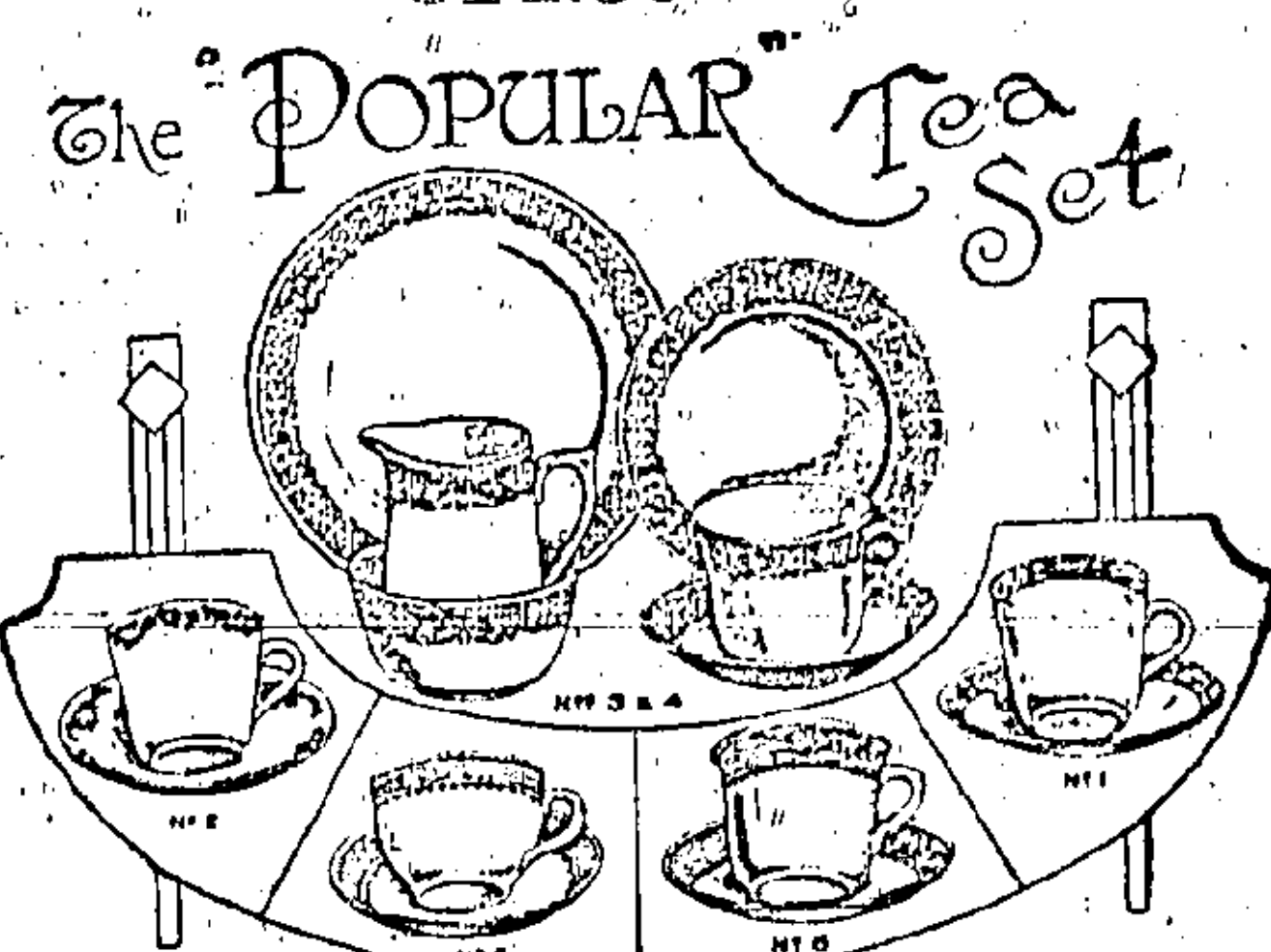
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Black Enamel Bedsteads, extra
strong wire mesh spring.
Size 3' by 6' 6" \$15.50 each.
Mosquito Poles to fit above
\$5.95 set.



British Made Iron Bed, Black
Enamel Finish. Size 3' by 6'
Standard Price \$8.50 each.



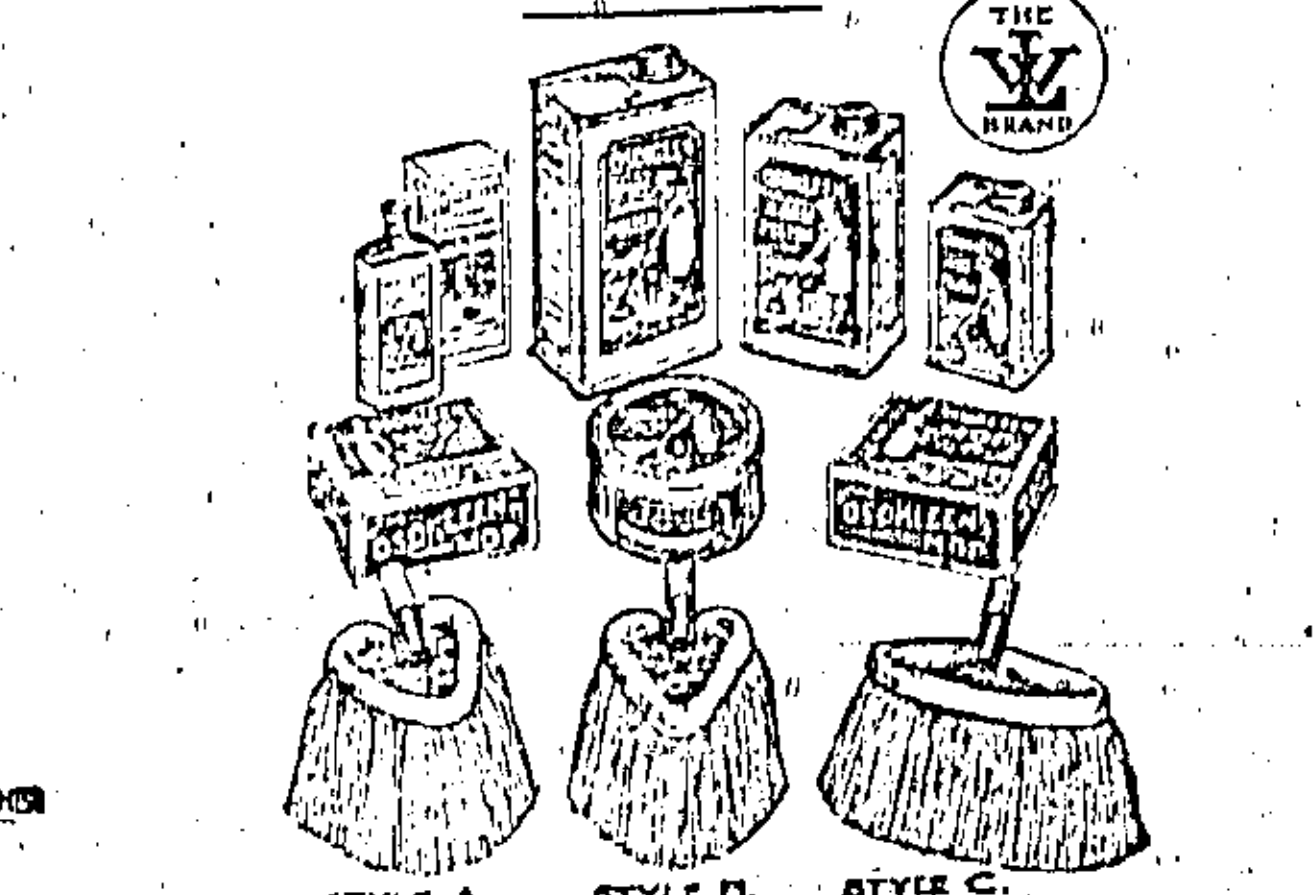
ONE OF WHITEAWAYS STANDARD VALUES.
A Large Assortment of the Newest Designs
in Tea Services Consisting of 21 Pieces:—
Standard Value \$7.50 Set.



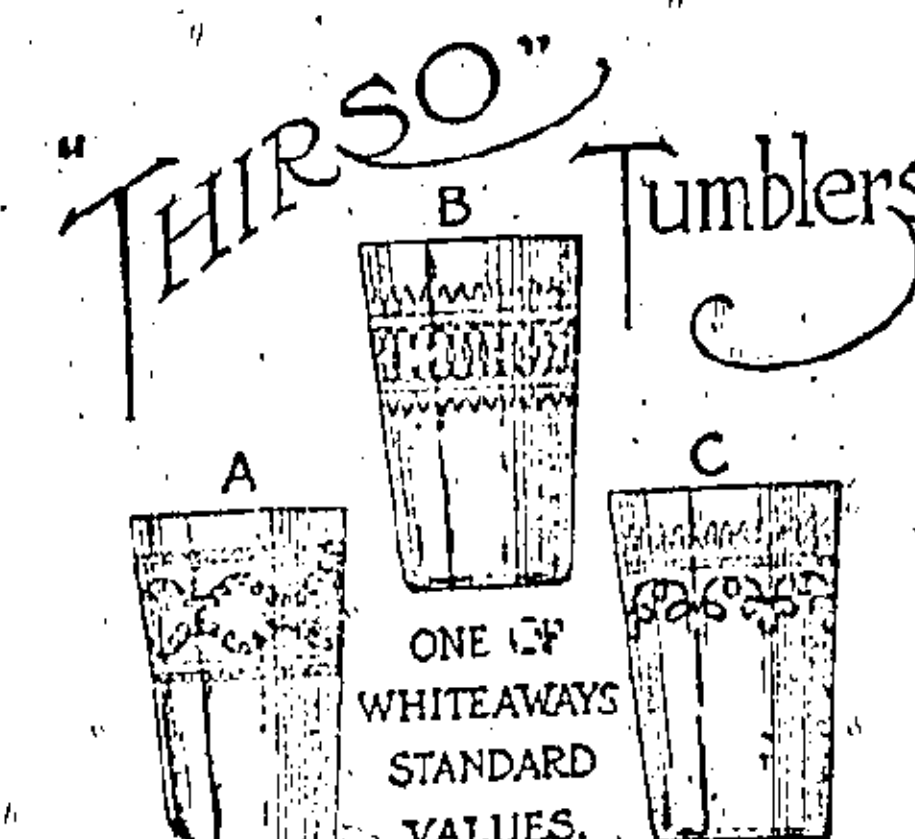
ONE OF
WHITEAWAYS
STANDARD VALUES

Stocked in All Shades 50" at \$1.00 yard.
Special Fadeless Casement 50" at \$1.75 yard.
Casement Repp 50" at \$1.95 yard.

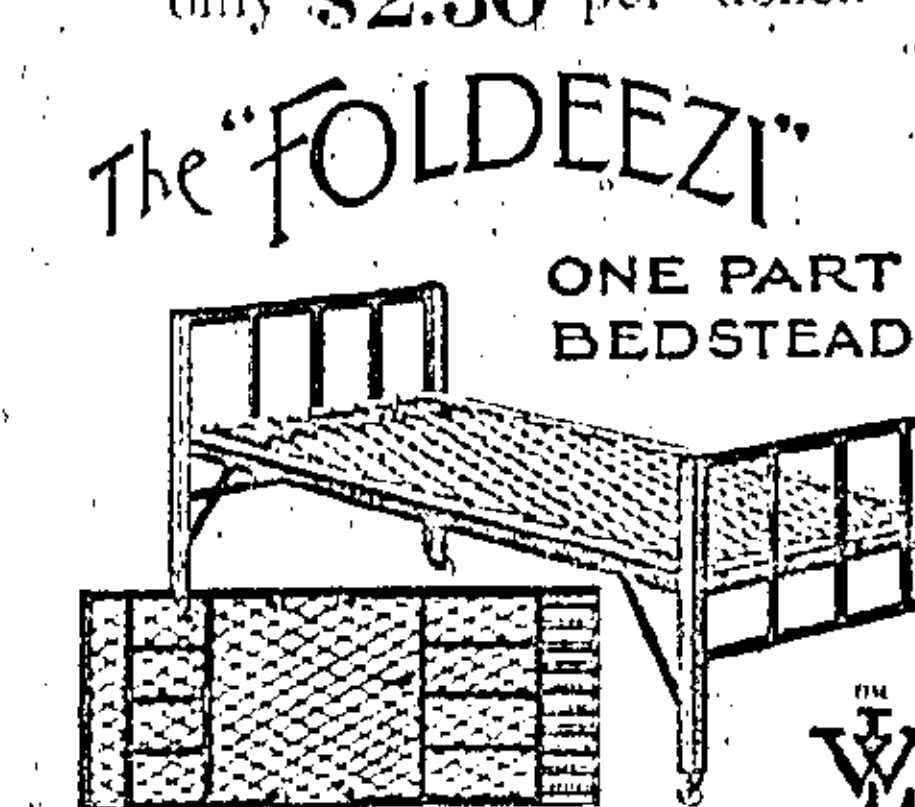
THE
"OSOKLEEN"
MOPS & POLISH



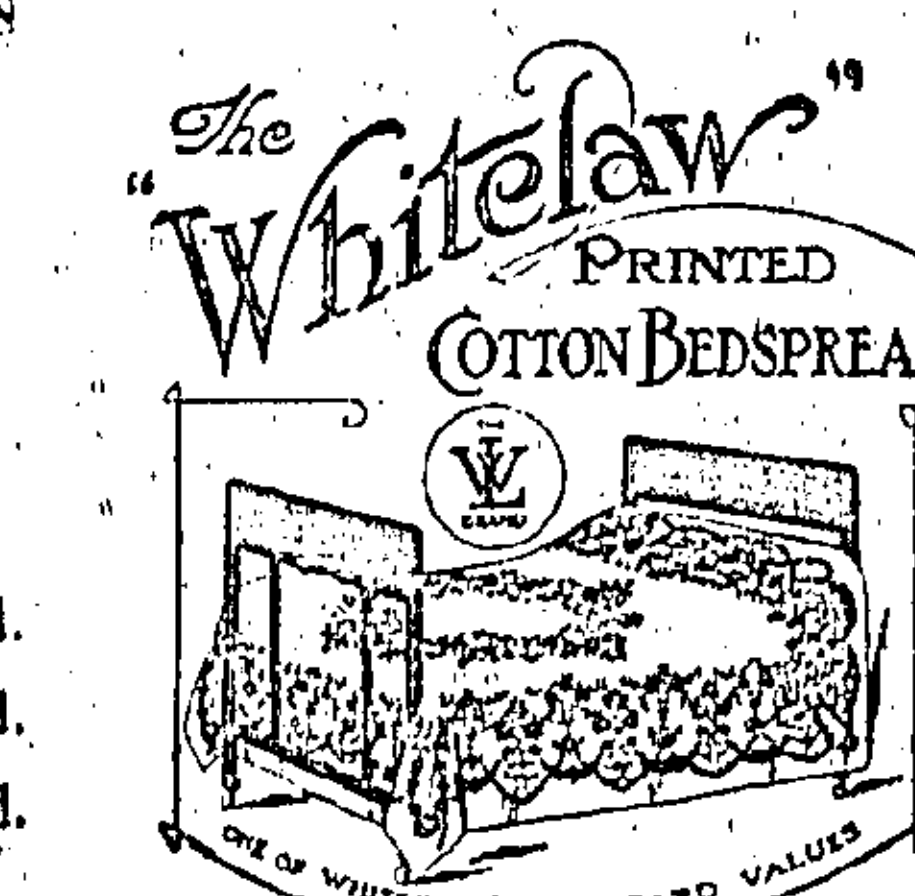
Floor. Mops. \$2.50 \$2.75 each.
Polish 75 cts. \$2.60 \$3.75 & \$6.00



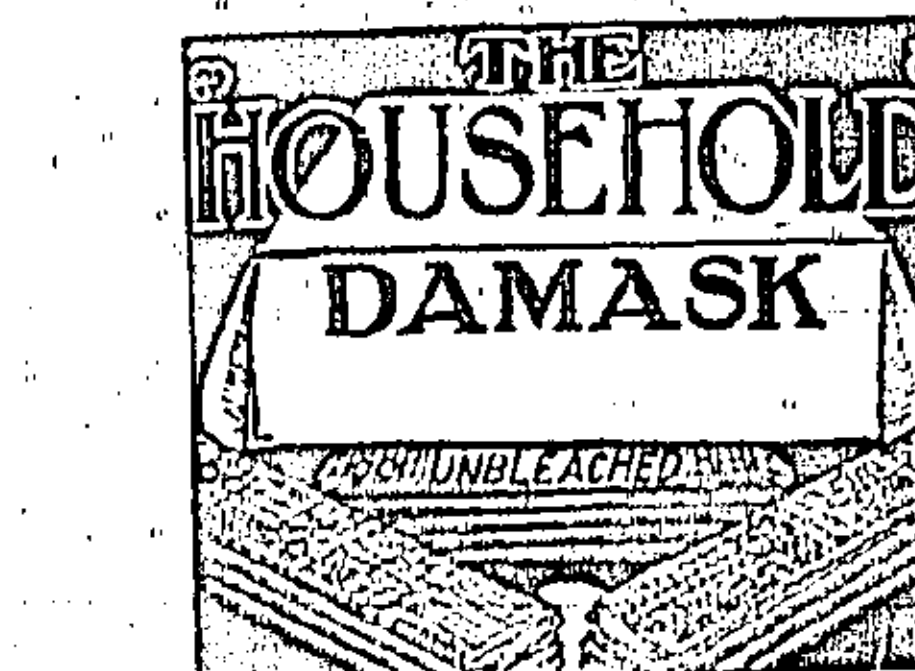
WONDERFUL VALUE IN
Semi Crystal Tumblers
only \$2.50 per dozen



ONE OF WHITEAWAYS STANDARD VALUES
Extra Strong Black Enamelled
Folding Bedsteads
Size 2'6" by 6' 6"
Including Spring \$15.50 each

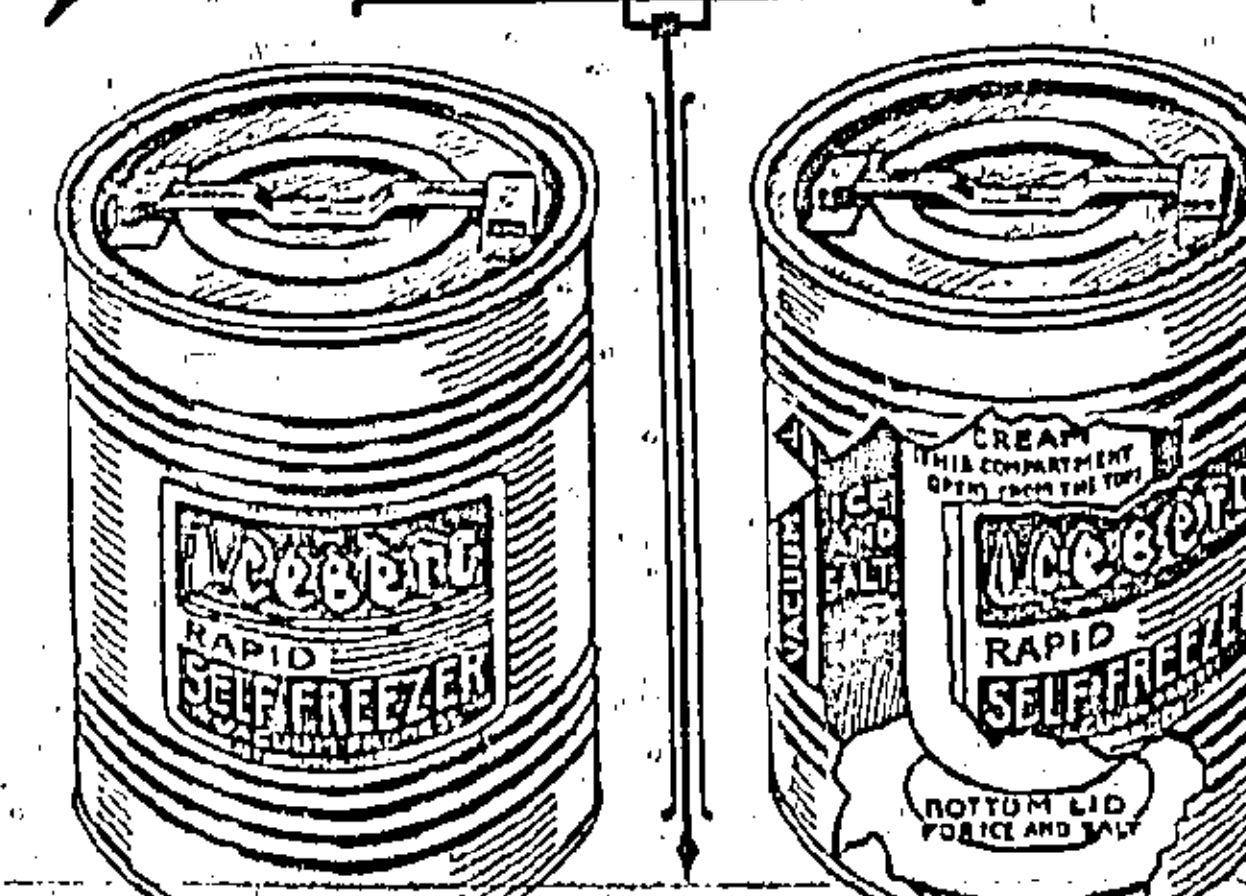


A. Wonderful Range Of Designs.
Single Bed Size From, \$3.50
Double \$7.50



Extra Strong Half Bleached
Table Damask 50" Wide.
Suitable for Hotels Etc.
\$1.25 yard.
Service to Match \$3.50 Doz.

THE
ICEBERG
VACUUM
FREEZER



ONE OF
WHITEAWAYS STANDARD VALUES
Patent Vacuum Icecream Freezers.
The Most Hygienic Freezer Made.
1 Qt. \$9.50 each. 2 Qt. \$12.50 each.
4 Qt. \$18.50 each.



ONE OF WHITEAWAYS STANDARD VALUES.
Convertible Baby High Chair. Walnut
Polished. Made in England.
STANDARD \$12.50 PRICE.



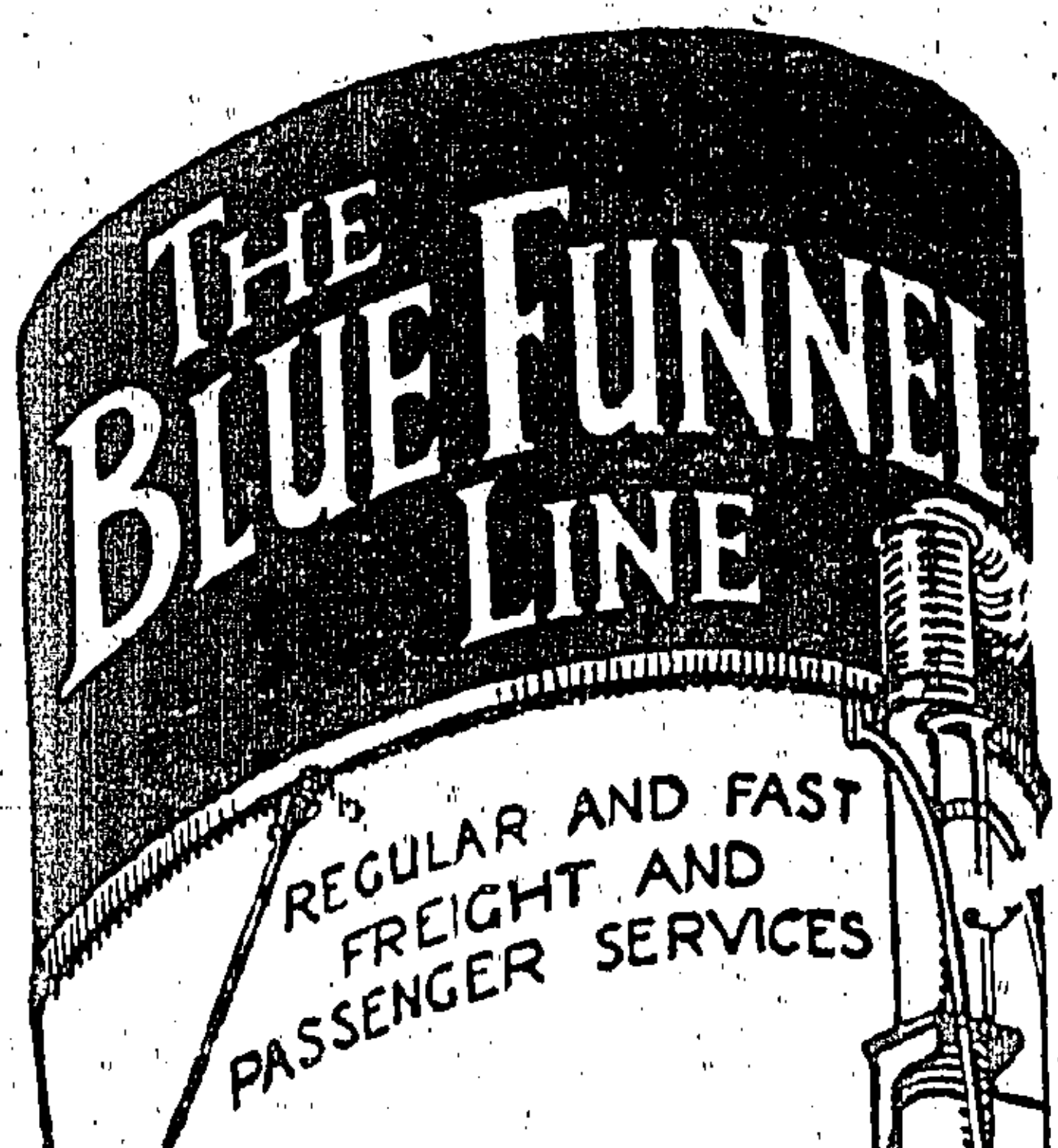
ONE OF WHITEAWAYS STANDARD VALUES
ENAMELLED WHITE
Extra Strong Wire Mesh
Spring. Size 3' by 6' 6"
Standard Value Price \$19.50
Mosquito Poles \$7.50
Per set.

Special Summer Blankets Size 60" by 78" \$3.50 each.

All The Above Goods Are Procurable At Our First Floor Showrooms.

Special Offer 70" Strong Sheeting \$1.25 yard

WHITEAWAY, LAIDLAW & CO., LTD. HONGKONG.



LONDON SERVICE

"CALOCHAS" 17th May. Marseilles, London, R'dam & H'burg
 "AENEAS" 31st May. Marseilles, London, R'dam & Glasgow
 "DIOMED" 14th June. Marseilles, London, R'dam, H'burg & Hull
 "SARPEDON" 29th June. Marseilles, London, R'dam & Glasgow
 Call at Casablanca.

LIVERPOOL SERVICE

"KEEMUN" 15th May. Genoa, Havre, Liverpool & Glasgow
 "THESEUS" 20th June. Genoa, Havre, Liverpool & Glasgow
 "OANFA" 15th July. Genoa, Havre, Liverpool & Glasgow
 "ANTILIOHUS" 15th Aug. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

TO KOBE & YOKOHAMA
 "PROTESILAUS" 21st May. Victoria, Vancouver & Seattle
 "TALTHYBIUS" 8th June. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"ELPENOR" 5th June. New York, Boston & Baltimore
 "AGAPENOR" 3rd July. New York, Boston & Baltimore

PASSENGER SERVICE

"AENEAS" 31st May. Singapore, Marseilles & London
 "SARPEDON" 29th June. Singapore, Marseilles & London
 "PATROCLUS" 27th July. Singapore, Marseilles & London
 "ANTENOR" 24th Aug. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to:—
Butterfield & Swire,
 Agents.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

(Admiral Oriental Line)

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI, KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT CLEVELAND ... Tuesday, May 24th
 PRESIDENT CLEVELAND ... Tuesday, May 24th
 PRESIDENT PIERCE ... Tuesday, June 7th
 PRESIDENT TAIT ... Tuesday, June 21st
 PRESIDENT JEFFERSON ... Tuesday, July 5th
 PRESIDENT GRANT ... Tuesday, July 19th

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

HONGKONG TO EUROPE

SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.—
 Ask for information. Following are suggested itineraries:

From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
May 18	Seattle	Geo. Washington	June 15	P'mth. C'brg. June 23
May 24	San Francisco	Majestic	June 25	C'brg. S'mptn July 1
June 1	Seattle	Leviathan	July 2	C'brg. S'mptn July 8
June 7	San Francisco	Olympic	July 9	C'brg. S'mptn July 15
June 15	Seattle	Geo. Washington	July 13	P'mth. C'brg. July 21
June 21	San Francisco	Homeric	July 23	C'brg. S'mptn July 29
June 29	Seattle	Leviathan	Aug. 1	P'mth. C'brg. Aug. 7
July 5	San Francisco	Majestic	Aug. 6	C'brg. S'mptn Aug. 12
July 13	Seattle	Berengaria	Aug. 10	C'brg. S'mptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth. C'brg. Aug. 26
July 27	Seattle	Aegitania	Aug. 24	C'brg. S'mptn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 3	C'brg. S'mptn Sept. 9

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT LINCOLN... Wednes., May 18th, 9.00 a.m.
 PRESIDENT MADISON ... Wednesday, June 1st
 PRESIDENT JACKSON ... Wednesday, June 15th
 PRESIDENT MCINLEY ... Wednesday, June 29th
 PRESIDENT LINCOLN ... Wednesday, July 13th

THEREAFTER FORTNIGHTLY SAILINGS ON WEDNESDAYS

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—
 PORT SAID—ALEXANDRIA—NAPLES
 —GENOA—MARSEILLES.

Thence to BOSTON AND NEW YORK.

PRESIDENT HARRISON ... Tues., May 24th, 6.00 a.m.
 PRESIDENT MONROE ... Tuesday, June 7th 8.00 a.m.
 PRESIDENT WILSON ... Tuesday, June 21st 6.00 a.m.
 PRESIDENT VAN BUREN ... Tuesday, July 5th 8.00 a.m.
 PRESIDENT HAYES ... Tuesday, July 19th 6.00 a.m.

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

TO MANILA.

PRESIDENT CLEVELAND ... May 16th, 6.00 p.m.
 PRESIDENT HARRISON ... May 24th, 6.00 a.m.
 PRESIDENT MADISON ... May 24th, 6.00 p.m.
 PRESIDENT PIERCE ... May 30th, 6.00 p.m.
 PRESIDENT MONROE ... June 7th, 8.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
 Telephone Central 2477, 2478 & 795.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 2 a.m. and 8 a.m. (Sundays 2 a.m. only).
 Sailings from Canton—Daily at 8 a.m. and 3 p.m. (Sundays 3 p.m. only).

SPECIAL NOTICE.

The 3 p.m. steamer from Canton (Sunday excepted) on arrival in Hongkong berths at Wing Lok Street Wharf. All steamers will, as usual, leave for Canton from the Hongkong Wharf.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Wednesdays only).
 FROM MACAO: 8 A.M. and 2 P.M. (Wednesdays only).

SUNDAY EXCURSION.

On Sunday, 15th May s.s. "SUI AN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 3.30 P.M.

BANK LINE LTD.

AGENTS FOR.

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT

S.S. "CITY OF PEKIN" ... Marseilles, Havre, London & Hamburg ... 6th June.
 S.S. "CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 18th July.
 S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 13th August.

AUSTRALIA

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger booking from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF KOBE" ... via Suez Canal ... 19th June.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

M.V. "FORRESBANK" ... via Suez Canal ... 27th May.

S.S. "COMERIC" ... via Suez Canal ... 25th July.

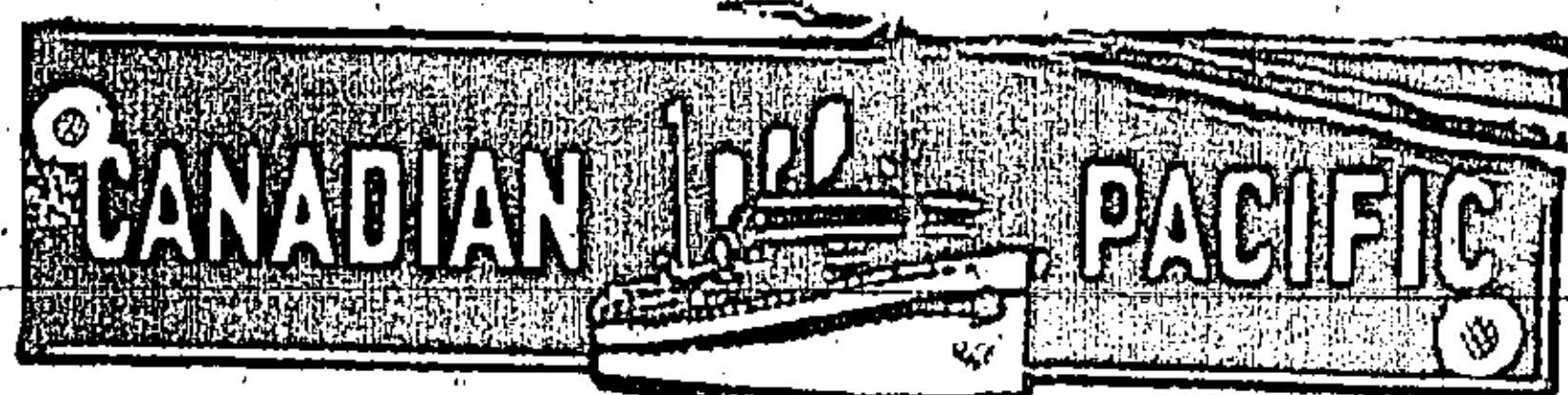
MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... From Hongkong ... 25th July.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Peira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply:—

Telephone Central 4791. **THE BANK LINE, LTD.**

QUICKEST TIME ACROSS THE PACIFIC TO VICTORIA & VANCOUVER.

SAILINGS 1927.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Van'var
EMPRESS OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPRESS OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPRESS OF ASIA	July 13	July 16	July 19	July 22	July 31
EMPRESS OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPRESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPRESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPRESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPRESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

RAILWAY TRAVEL DE LUXE

THE TRANS-CANADA LIMITED.

The longest-distance all-sleeping car train on the North American Continent, offers a through unbroken service between the Pacific and Atlantic with no change of cars.

VANCOUVER TO TORONTO 83 HOURS 10 MINS.
 VANCOUVER TO MONTREAL 88 1/2 HOURS.

THE MOUNTAINEER.

A daily solid through train of coaches, standard sleeping cars, dining cars and compartment observation sleeping car.

VANCOUVER TO CHICAGO 83 1/2 HOURS.

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752, Cables: "GACANPAC"
 Freight and Express: Tel. C. 42, Cables: "NAUTILUS"

HOLLAND EAST ASIA LINE OF THE United Netherlands Navigation Company.

Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. SALABANGKA ... 15th May.
 S.S. OLDEKERK ... 13th June.
 S.S. GEMMA ... 10th July.

Arrivals From Europe.

S.S. GEMMA ... 30th May.
 S.S. ZOSMA ... 27th June.

All steamers have a limited accommodation for passengers.
 For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN.

Tel. Central No. 1574, Agents, York Building

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

VIA ADDRESS: "TAIKOO DOCK" HONGKONG.

TELEPHONE NO. 212

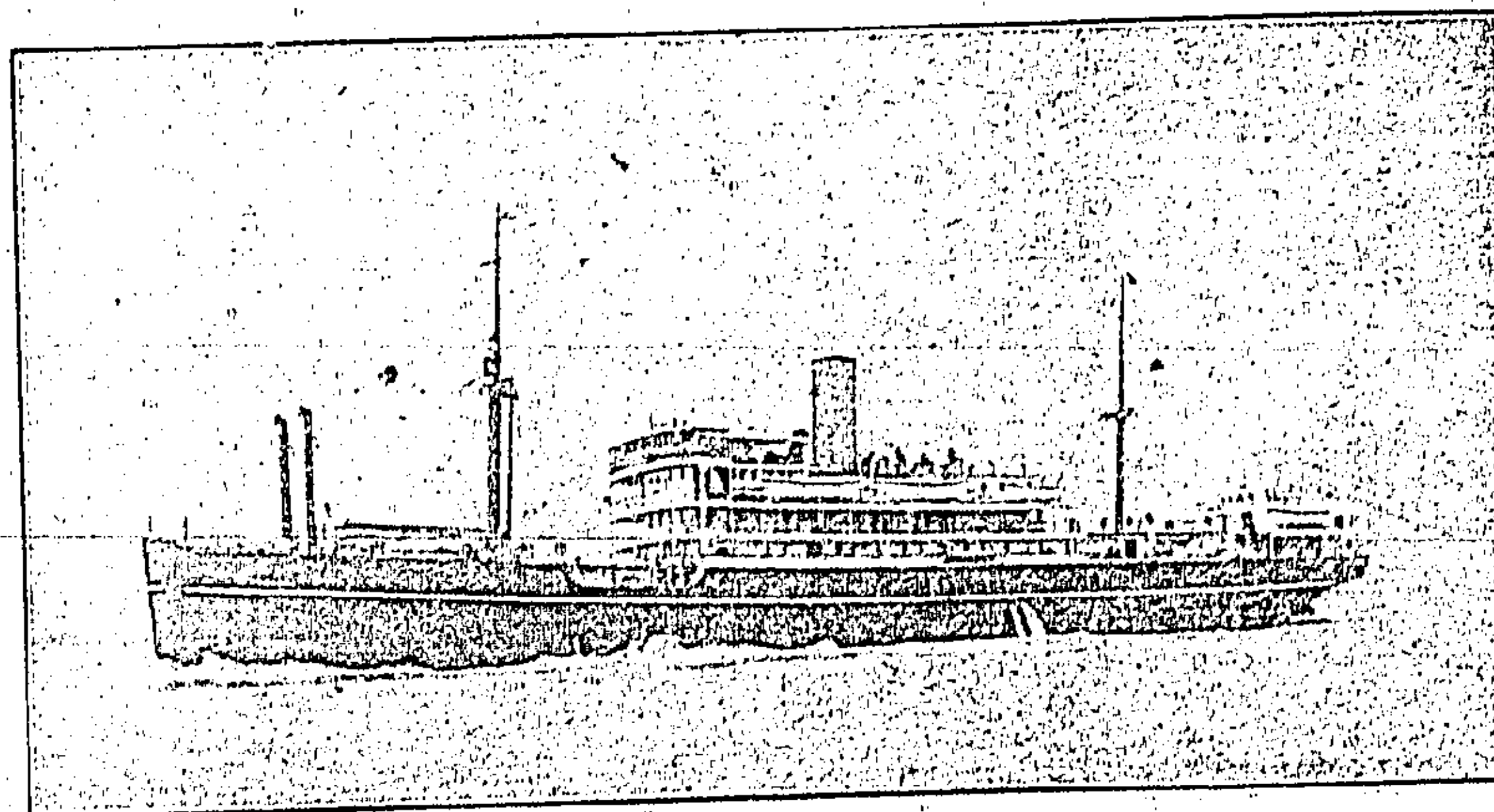
CALL FLAG: "S" OVER "ANS. PENNANT."

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Code Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's Marconi.

Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and Brass Founders, Forge Masters, Electricians.



S. S. "CHANGTE"

Passenger and Cargo Vessel Built and Engined at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. For Australia-Hongkong Service.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

NYKLINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
SIBERIA MARU (Calls Keelung) Sunday, 15th May, at 10 a.m.
TAIYO MARU ... Tuesday, 31st May, at noon.
TENYO MARU ... Monday, 13th June.
 *Calls Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.
KASHIMA MARU ... Saturday, 21st May, at 11 a.m.
HAKONE MARU ... Saturday, 4th June, at 11 a.m.
SUWA MARU ... Saturday, 18th June.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU (Calls Zamboanga) Wed, 25th May, at 11 a.m.
TANGO MARU ... Wednesday, 22nd June.

BOMBAY via Singapore & Colombo.
MURORAN MARU ... Saturday, 28th May.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama.
BOKUYO MARU ... Wednesday, 8th June, at noon.

SOUTH AMERICA (EAST COAST) via Singapore, Copetown & Ports.
WAKASA MARU ... Saturday, 28th May.

NEW YORK and/or BOSTON via PANAMA.
TSUYAMA MARU ... Sunday, 15th May.
ATAGO MARU ... Saturday, 28th May.

LIVERPOOL via Singapore, Colombo, Port Said & Rangoon.
DAKAR MARU (Calls Saigon) ... Monday, 16th May.

CALCUTTA via Singapore, Penang & Rangoon.
OSAKA MARU (Omit Calcutta) ... Saturday, 14th May.
YAMAGATA MARU ... Saturday, 21st May.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Saturday, 21st May.

SHANGHAI, KOBE & YOKOHAMA.
FUSHIMI MARU ... Monday, 16th May.
MITO MARU (Calls Moji) ... Thursday, 19th May.
CEYLON MARU (Direct Moji) ... Thursday, 19th May.

For further information apply to: **NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292, (private exchanges to all Dep'ts.)

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "CORBY CASTLE" Sails on or about 19th June.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE (Fiume) TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.
 LONDON ... £80.0.0.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ROMOLO" ... Sails on or about 26th May.
 M.V. "VIMINALE" ... Sails on or about 23rd June.
 M.V. "REMO" ... Sails on or about 21st July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails on or about 31st May.
 M.V. "ROMOLO" ... Sails on or about 28th June.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 3rd June.
 S.S. "UMVOLOSI" ... Sails from Calcutta 30th June.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to: **DODWELL & CO., LTD.**

Central 1030. Telephone Agents

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. Excellent & Most Up-to-Date First & Second Class Passenger Accommodation. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HONGKONG ON OR ABOUT
TAIPING	In Port	18th May
CHANGTE	11th June	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August

For Freight & Passage, apply to: **BUTTERFIELD & SWIRE,** Tel. C. 36. Agents.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
 Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
NELLORE	6,853	14 May, 6 a.m.	Marseilles, L'don & A'werp
LAHORE	5,252	17th May.	Marseilles, L'don & A'werp
NYANZA	7,023	25th May.	Spore, Penang, Colombo, Bombay & Karachi
MOREA	10,958	28th May.	Marseilles & London
KASHMIR	8,985	11th June.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

	Tons	From Hong-kong (about)	Destination
SANTHA	7,754	20th May.	Spore, Penang & Calcutta
TALAMBA	8,018	10th June.	Spore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hong-kong (about)	Destination
TANDA	6,956	3rd June.	(Manila, Sandakan, Thurs. Island, Townsville, B'bane, Sydney and Melbourne).
ST. ALBANS	4,500	1st July.	
ARAFURA	6,000	29th July.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
 The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolumbugan, Tawau, Timor, Darwin, or other ports en route as indicated on the following.

Frequent connections from Australia with the following:
 The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From Hong-kong (about)	Destination
KASHMIR	8,985	14 May, noon	Shanghai, Moji & Kobe
TALAMBA	8,018	17 May, 6 a.m.	Amoy, Moji, Kobe, Yokohama & Osaka
MIRZAPUR	6,715	17th May.	Shanghai, Moji & Kobe
MANTUA	10,946	27th May.	Shanghai, Moji & Kobe
ST. ALBANS	4,500	7th June.	Moji, Kobe, Osaka & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to **MACKINNON, MACKENZIE & Co.,** Agents.

P. & O. Bldg., Connaught Rd., C.

GLEN LINE.

Fare Hongkong to London £82

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENBEG"	31st May.
Steamship "CARNARVONSHIRE" (Via Oran)	29th June.
Steamship "PEMBROKESHIRE" (Via Oran)	27th July.
Motor Vessel "GLENOGLE"	24th Aug.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "CARNARVONSHIRE"	In Port.
Motor Vessel "GLENSHIEL"	25th May.
Steamship "PEMBROKESHIRE"	11th June.
Steamship "GLENIFFER"	23rd June.
Motor Vessel "GLENOGLE"	7th July.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: **THE GLEN LINE, LTD.**

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "ELPENOR" ... via Suez Canal 5th June.
 S.S. "CITY OF KOBE" ... via Suez Canal 19th June.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

Hongkong & Canton: **Jardine Matheson & Co., Ltd., Canton.**

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

CANTON	Kwongsang	Satur. 14th May at 7 a.m.
STRAITS & Calcutta	Laisang	Mon. 16th May at 3 p.m.
SHANGHAI S'tow & N'po	Cheongshing	Mon. 16th May at 5 p.m.
TIENSIN	Chipsing	Wed. 18th May at 7 a.m.
TSINGTAU Swatow & S'hai	Kwongsang	Wed. 18th May at 7 a.m.
BANGKOK	Kwaisang	Wed. 18th May at noon.
AMOI S'hai, Moji, Kobe & Osaka	Kumsang	Sun. 22nd May at 7 a.m.
TSINGTAU Swatow & S'hai	Chaksang	Sun. 22nd May at 7 a.m.
STRAITS & Calcutta	Hosang	Tues. 24th May at 3 p.m.
TSINGTAU Swatow & S'hai	Kooshing	Wed. 25th May at 7 a.m.
SANDAKAN	Hinsang	Fri. 27th May at 3 p.m.
KOBE via Amoy, & Moji	Kutsang	Mon. 30th May at 7 a.m.
STRAITS & Calcutta	Fokeang	Satur. 4th June at 3 p.m.

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General Managers

SENSATIONAL LONDON RAID.

SEARCH FOR DOCUMENTS.

London, May 13.
 It is understood that the object of the raid on the Arcos House was to discover copies of British diplomatic documents which ought not to have passed out of British possession. A number of rifles and life preservers were confiscated.—*Reuter.*

Authority for Raid.

London, May 13.
 In the House of Commons Mr. Arthur Henderson asked the Home Secretary whether it was upon his authority that the police raided the premises of Arcos Limited or the Russian Trade Department and if so for what reason.

Sir W. Joynson Hicks, whose rising was cheered by the Ministerialists, replied that information was submitted to him on Wednesday evening by the head of the police Department whereupon he authorised the application for a warrant to search the premises.

The Arcos search is still progressing and he was unable to give further information for a day or two.—*Reuter.*

Soviet Protest.

London, May 13.
 The Soviet Embassy has decided to immediately formally protest to the Foreign Office against the raid on Arcos House. Mr. Rosengoltz, the Charge d' Affaires, has arranged to see Sir Austen Chamberlain this afternoon.—*Reuter.*

Who Was Responsible?

London, May 13.
 Commander Kenworthy demanded an answer to the question whether Arcos House or the Trade Delegation was raided, declaring that M. Kinchuk, the head of the Trade Delegation had written claiming diplomatic immunity. He asked whether the Cabinet or the Foreign Office were consulted prior to the raid. Sir W. Joynson Hicks replied that he was unable as yet to state the exact position regarding the building where the Trade Delegation was housed but responsibility for the raid rested on the Home Secretary.

The labourers closely questioned Sir W. Joynson Hicks as regards the alleged search of a hundred British employees of Arcos House to which Sir Hicks replied that the warrant was granted by a magistrate and not by the Home Secretary.

Appeal to Labour Party.

Several Conservatives declared that the Soviet charge d' affaires yesterday came straight to the Labour Party in the House of Commons instead of going to the Foreign Office which some one, amid Labourite laughter, described as a "gross breach of diplomatic etiquette." Mr. Arthur Henderson said the charge d' affaires did come to the House of Commons to consult Mr. Henderson but had previously done his utmost to get in touch with Sir Austen Chamberlain.—*Reuter.*

FINANCE COMMITTEE.

VOTES APPROVED AT MEETING.

A meeting of the Finance Committee was held yesterday afternoon when those present were the Hon. Mr. W. T. Southern, Colonial Secretary, the Hon. Mr. C. McI. Messer, the Hon. Mr. D. G. M. Bernard, the Hon. Mr. H. T. Jackson and Mr. E. W. Hamilton (Clerk of Councils).

The Chairman explained that the Hon. Dr. Kotewall, C.M.G., was engaged on urgent business with an official committee.

The supplementary votes, details of which were given yesterday, were passed.

In connection with an item of \$40,000 for the reconstruction of a nullah at North Point, the Hon. Mr. Jackson said the Government intended to defray the cost of the eastern part of it, but now, owing to the fact that the reclamation was not being proceeded with, it was necessary to increase the thickness of the sea wall as it would be required to function as a sea wall.

The Hon. Mr. Bernard asked if the land had been sold, and the Hon. Mr. Jackson, in reply, said that in 1925 there was a prospect of it being sold.

ADMIRAL WILLIAMS.

LEAVING SHORTLY FOR HANKOW.

Shanghai, May 13.
 It is understood that Admiral Williams will shortly leave for Hankow.—*Reuter.*

STOLEN PIGS.

FIVE OF EIGHT DEFENDANTS DISCHARGED.

At the continuation of the hearing of the charges of receiving 40 pigs, knowing them to have been stolen, brought against six Chinese before Mr. W. Schofield at the Kowloon Magistracy, Mr. Hin Shing Lo, appearing for the defence, successfully pleaded for the acquittal of five of the eight defendants, who were merely members of the crew of the junk on which the pigs were alleged to have been brought into the Colony.

Mr. A. E. Hall prosecuted on behalf of the complainants.
 The case for the prosecution having concluded, Mr. Lo, in submitting that he had no case to answer, reviewed the evidence of the prosecution and pointed to discrepancies in the testimony of the various witnesses. He laid great emphasis on the difference in the opening address of Mr. Hall and the subsequent evidence.

Mr. Lo pointed out the peculiarity of the uncorroborated statement made by Mr. Hall that the crew of the second junk had heard the shots of the piracy. When called none of the crew had substantiated that statement.

There was also the difference in the dates. One witness had told the Court that it was on April 19, while another had stated that the occurrence took place on April 20.

Five Men Acquitted.

Referring to the identification of the pigs, Mr. Lo said that two witnesses when asked replied that they were able to recognise two or three of the animals, but Mr. Hall did not pursue the question further, accepting those statements as being conclusive.

Continuing Mr. Lo said that there was no evidence of theft and even if there were such evidence, there was nothing to identify the pigs which were stolen with those which had been found in the possession of the first defendant.

Mr. Lo then dealt with guilty knowledge and the onus lying upon the prosecution. He said that the first defendant, who was a pig dealer, was in actual possession of the pigs.

His Worship intimated that there was no evidence against the last five defendants, and although Mr. Hall argued that they were equally guilty as they were members of the crew of the junk on which the pigs were transferred after the piracy, the five men were discharged.

The case was then adjourned till next week.

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are hereby notified that the cargo having arrived per s.s. "Aeolus" from Singapore will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 12th May.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered and all Goods remaining undelivered after the 18th May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st June, or they will not be recognised.

No Fire Insurance will be effected. **BUTTERFIELD & SWIRE.** Agents.

Hongkong, May 12, 1927.

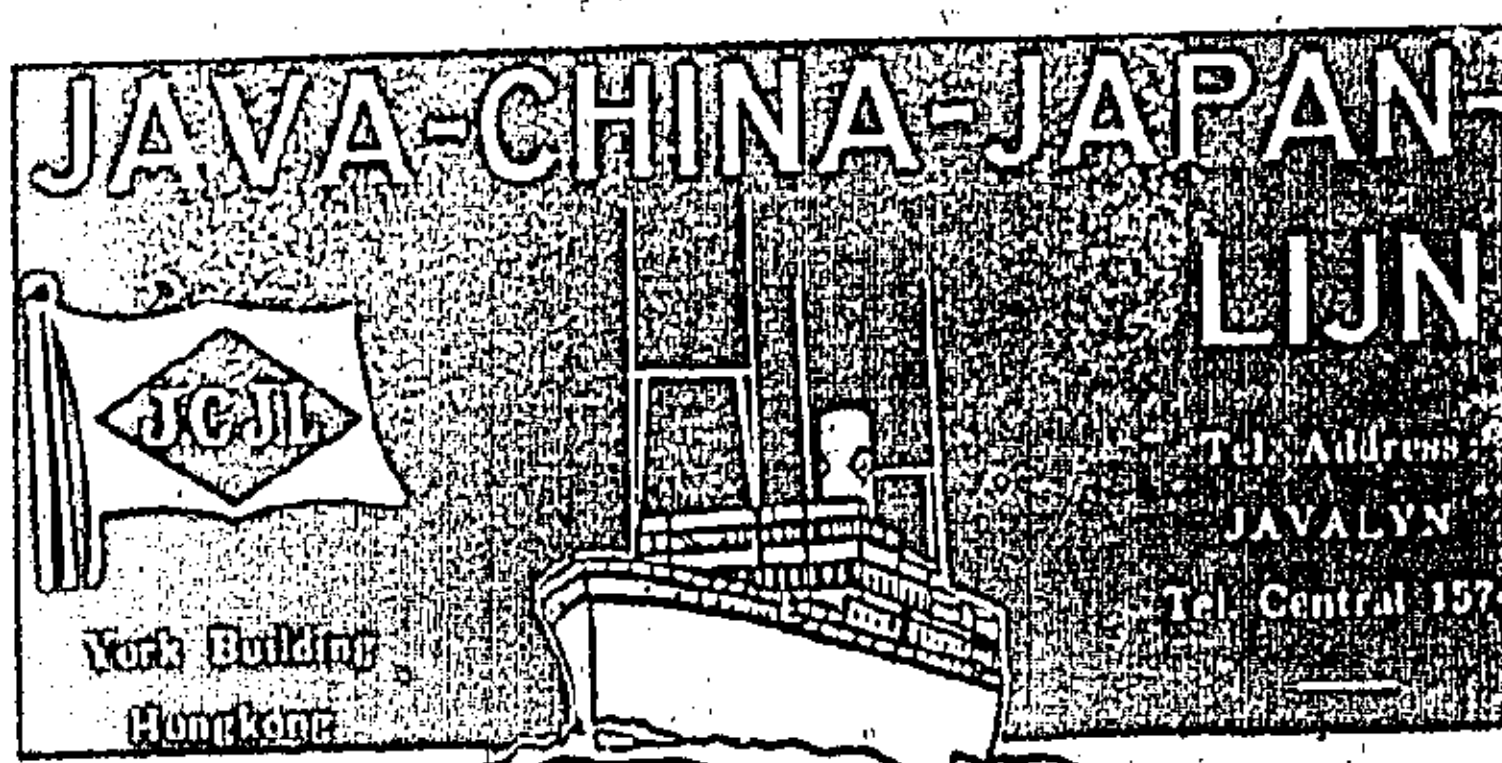
EUGENE CHEN DISMISSED.

C. C. ASSUMES OFFICE AS FOREIGN MINISTER.

Shanghai, May 13.

Simultaneous with the announcement that C. C. Wu had assumed the office of Foreign Minister at Nanking a mandate was promulgated by the Nanking Government stating that Eugene Chen was relieved of his duties as acting Foreign Minister.—*Reuter.*

While making his way to a lumber camp near Algonquin Park, in Ontario, Elwood Bloss was pursued by a pack of wolves. He fled onto the open ice, where the animals, sixteen of them, surrounded him. Their howling attracted the attention of a game warden, who arrived before they closed on their victim. He shot seven before the pack fled.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjillwong	Java, Mcesr	In Port.	16th May.	Saigon
Tjikarang	Batavia	15th May.	16th May.	Shanghai
Tjikembang	S'hai, Amoy	18th May.	19th May.	Batavia
Tjisalak	Java, Mcesr	23rd May.	26th May.	Amoy, N. China
Tjisaroen	Batavia	28th May.	2nd June.	Shanghai
Tjikarang	Shanghai	30th May.	2nd June.	Batavia
Tjimanock	Java, Mcesr	6th June.	9th June.	Amoy, N. China
Tjikini	N. China	8th June.	9th June.	Batavia
Tjisondari	Batavia	12th June.	15th June.	Shanghai
Tjisaroen	Shanghai	15th June.	16th June.	Batavia
Tjitaroen	M'ksar, Java	20th June.	23rd June.	Amoy, N. China
Tjisalak	N. China	22nd June.	23rd June.	M'ksar & Java

†Via Macassar

•Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

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FISHING BOAT RAIDED.

OCCUPANTS NAILED DOWN IN HATCH.

The master of fishing boat No. 1671 has reported to the police that at about one o'clock yesterday, while his vessel was anchored in Cheung Chau harbour, off Sai Wan, as he was preparing to go out fishing, a dinghy came alongside, and two men, one carrying a revolver and the other a chopper boarded his boat.

The master called for assistance but the man with the revolver threatened to shoot him dead if he did not keep quiet. They bound him and thrust him into the hold, and after searching his wife, three young sons and two daughters, drove them into the hold also, and nailed down the hatch.

The boat got under weigh, and about an hour later the master heard the anchor drop, and sounds which indicated that the robbers were searching the boat, after which they left.

After waiting for some time the master forced open the hatch cover and found that they were anchored off Ha Kang, Lan Tau Island. His wife freed him from his bonds, and, on making an examination, it was discovered that the men had stolen money, jewellery and clothing to the value of \$165.

CAVALRY TRAINING.

CANTERBURY DEPOT TO GO.

London, May 13.

H.M. the King has approved of the abolition of the cavalry depot at Canterbury, with effect from June 13.

The Army Order which makes this announcement states that arrangements have been made for all recruits enlisting for cavalry of the line to be despatched direct from the places of enlistment to the regiments with which they will undergo their recruit training.

From June 1, the cavalry personnel arriving from abroad who would have been sent to the cavalry depot in accordance with the King's Regulations, will be sent to the cavalry regiments under instructions to be issued by the officer-in-chief of cavalry escorts at Canterbury.—British Wireless.

CATHEDRAL HALL DANCE.

ST. PETER'S YOUNG MEN'S CLUB.

In spite of the warm weather the second dance of the season, organised in connexion with St. Peter's Church Young Men's Club, which was held at the Cathedral Hall last evening, proved to be very enjoyable, and well attended. The "Titanic" Melodians Band was in attendance, and refreshments were provided.

Credit for the success of the dance is largely due to Mr. G. Zimmermann, the secretary. The next item on the season's programme will be a picnic on Monday, invitations for which have been sent out.

STOP PRESS.

OPPOSING ARMIES CLASH.

Hankow, May 13.

There is no change in the situation.—Naval Wireless.

Wuhu, May 13.

The Northerners are holding the front from Liunchow to Lake Huchow. It is confirmed that they are opposed by the Southern forces consisting of the 7th, 10th, 15th, 27th, 37th and 44th armies.

The Southerners are advancing and appear to be threatening the Tientsin-Pukow railway. Some Northern forces are retiring.—Naval Wireless.

Ching Protests.

Nanking, May 13.

A protest in the name of Chiang Kai-shek has been received by the British, American and Japanese senior Naval Officers against their firing in the neighbourhood of Kiangyin and Shihsinliu. A reply has been drafted.

Japanese and American destroyers have recently been fired on at Wuling-shan and Hsiakwan. The vessels replied to the fire.—Naval Wireless.

Chingkiang Occupation.

Chingkiang, May 13.

Messrs. Jardine Matheson's residence has now been occupied by troops.

The Commissioner for Foreign Affairs has requested General Ho to order the removal of all troops from foreign premises.

More troops are expected from Nanking.—Naval Wireless.

"PROVIDENTS."

(Continued from Page 1.)

\$1,823,901.22, from which you will notice that the Company has applied funds as released to us towards a reduction of the debt on Mortgages. The account so reduced was the balance due to the Standard Oil Company, and although not appertaining to the period under review, I am glad to say that since the date of the Balance Sheet this debt has been further reduced to \$600,000—being about half the figure it stood at a year ago.

The overdraft with our Bankers has increased only to a small extent relatively.

Sundry Creditors \$115,333.29 at 31st December, 1926, have been very substantially paid off.

The Assets.

As to the Assets, gentlemen, in the Property Account, except to record certain payments we made the greater portion of which were in the nature of improvements amounting to \$45,417.20, no adjustment has been necessary to the extremely conservative figures determined by expert valuation last year. Investments stand at the same figure; we have not even had the benefit of the nominal stock exchange quotations in order to arrive at values in so far as the bulk of our investments is concerned, and it has therefore been impossible to make any adjustment.

Loan Accounts are shown under various heads, as was the case last year; the total amounts to \$3,323,593.11 against which specific reserves have been provided to the extent of \$1,420,235.52 leaving a sum of \$1,903,357.59 which, as far as can be foreseen, is, in the opinion of your Board, good.

The circumstances which attend the creation of the majority of the Loan Accounts now in our books are dealt with in an exhaustive manner in the Report of the Investigation Committee, and it is unnecessary therefore to refer to them again.

Loans against security of property are comparatively satisfactory as a whole, and it is probable that when local property values improve, realisation in full, or at any rate within the reduced figure determined by the Reserve might be anticipated. I might add that substantial sums have been collected from the Hongkong and Territorial Estates, Ltd., since the date of the Balance Sheet.

Unsatisfactory Loans.

The position in the case of Loans against the security of shares is, however, extremely unsatisfactory. Receipts of interest during the year under review have been negligible in comparison with the capital involved. I think it is evident, that even were local share values to rise to a level anywhere near those prevailing before the strike and boycott in 1925, the sums derived from liquidation of these securities are not likely to meet the balance outstanding in our books, but a sufficient Reserve has been allowed for.

An Offer of Settlement.

Loans under Sundry Security are comparatively small, and the Reserve provided would appear to be ample. There is, however, an important balance of well over six lakhs of dollars under Loans without Security against which a Reserve of about \$587,000 has been provided; the principal account under this head is the debt of Mr. Tong Hok-ting in respect of which a substantial offer of settlement has been made through Messrs. Shewan, Tomes & Co., under conditions which have been disclosed to you. The conditions relate to the future management and also the Comprodeorship of the Company which have been, as you know, referred to a Poll to be taken in a few days, not for the decision of the Shareholders, but merely for the guidance of the Directors as to the wishes of the majority of the Capital on these important points. Your Directors have not changed their opinion that, if the offer is maintained it should in the interests of the Company be accepted, and, in that event the Reserve which is referred to will be almost wholly available for transfer to the General Reserve.

All Bad Debts relating to Ship-ping and Storage prior to 1926 have been written off and the Balance of Sundry Debtors of \$67,157.36 is considered good; since the end of the financial year this figure has been reduced to approximately \$6,300.

Computing Probable Loss.

Gentlemen, whilst your Board has been careful in computing the probable loss on your assets, the figures must necessarily remain a question of opinion, but to meet the possibility of any further loss, your Board decided to increase the General Reserve to \$736,437.51; this reserve you will notice is not specifically earmarked and is consequently available towards any contingency which might arise.

The Reserves, gentlemen, do not at present go beyond the realm

UNIQUE STATUETTE.



The figure shown in the picture above, is attracting much attention at the salon of Messrs. Komor and Komor, and the story connected with it is not without a touch of pathos. Ishin Kaneda, one of the most celebrated artists of Japan, is nearly 80 years of age, and, not very long ago, he decided to create an ivory and bronze figure which should be a living likeness of himself, to leave to his family in memory of himself and his art. The task took a year of patient labour, but when finished, those who know Kaneda, stated that the work was the result of a wonderful inspiration. At first he refused to part with it, but he was ultimately persuaded that he was healthy and strong enough to make another. The bronze part is cast in a soft mould which can be used three or four times, but the face and hands, which are in ivory have to be carved by hand, a fact which preserves the unique individuality of the two figures which have so far been created.

FRENCH REVENUES.

BETTER THAN LAST YEAR.

Paris, May 13.

The revenue returns for April totalled 3,786 million francs. The receipts from permanent normal sources reached 3,658 million, showing an excess of 1,922 million compared with April, 1926.—Havas.

of paper, but they become real as soon as the capital is written down to the extent of the deficit which as you have been told is equivalent to \$5 per share. You have already on a previous occasion accepted the principle of a reduction of capital, and it is the intention of your Board to carry out this scheme sometime this year by convening the necessary meetings preliminary to an application to the Court for sanction.

New Cash Wanted.

The reduction in the Capital is merely a formal act, and unfortunately will not place the Company on a sound business basis unless it is followed by the receipt of new capital in cash, to relieve the Company at least in part from its heavy liabilities. There is no prospect of fresh capital being available in the present state of affairs in Hongkong, and we are, therefore, left with the only resource of liquidating as best as might be the important sums frozen in loans. This course is more or less forced on us, and is in our opinion the only possible way of reconstructing the Company.

The Prospects.

The Company, in so far as its Godown business is concerned, can earn good profits in normal times; it has the support of old clients, and the sooner its interests are confined to storage of cargo the better it will be for all concerned.

Gentlemen, you will want to hear something of the prospects of this year. As regards the Loan section, the position has been explained to you—the policy of your Directors must necessarily be to liquidate without undue sacrifices. Until this is done, interest on our debts will continue to be a heavy charge on our earnings. In regard to the Godowns, business has recently shown a marked improvement which we hope will continue; I might say that space has been none too plentiful—in fact it may be necessary for us to find temporary accommodation near our central godowns if the demand for storage space should grow. Our godowns have been well maintained, but improvements and alterations have had, of necessity, to be postponed in view of the Company's financial position. Two blocks of our godowns, including the largest, have been let to the Military Authorities on terms which give a fair return for these times; we rather expected a higher return, but we were glad to have been able to meet the Military Authorities.

Entertainments

QUEEN'S
TO-DAY ONLY

TRY AND STOP LAUGHING AT
BUSTER KEATON
in
SEVEN CHANCES
it's a scream!

and
RAFFLES

THE MAN OF MYSTERY

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THE DESERT RATS

Featuring

OLD TIME SONGS & MELODIES.

The following is the disposition of warships now in harbour. North Wall, Fortol, East Wall, Submarines L15 and L19, West Wall, Titania, Dockyard, Wyvern, Verity and Moorlake, Talkoo, Aphis, Kowloon Dock, Hermes and Ladybird, No. 1 buoy, Volta (Italian), No. 2 Uji (Japanese), No. 5 Sepoy, No. 9 Thracian and Sterling, No. 10 Somme, No. 11 Bruce, No. 18 Ruthenia and Khark, No. 25 Helena (U.S.) No. 2a Maine, H.M. Ships Frobbisher, Dragon, Dauntless, Delhi and Danae are out on exercises.